



EUROPEAN CIVIL AVIATION CONFERENCE

ECAC / JAA PROGRAMME
FOR SAFETY ASSESSMENT OF FOREIGN AIRCRAFT

SAFA REPORT

(01 JANUARY 2006 TO 31 DECEMBER 2006)

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FOREWORD

By the Executive Secretary of ECAC

This report provides the traditional annual overview of the implementation of the SAFA Programme in the year 2006 and related activities. It will be the last one published under the auspices of ECAC. Indeed, following the coming into force in April 2006 of Directive 2004/36/CE and the transformation a few months later of JAA into a new body, Directors General decided to transfer, with effect on 1 January 2007, the SAFA Programme to European Community institutions, namely the European Commission and the European Aviation Safety Agency (EASA). These two bodies have taken over the respective roles which ECAC and JAA had previously held in the fields of SAFA policy formulation and programme development on the one hand and, on the other hand, operational co-ordination and operation of the database. In doing so, steps have been taken to maintain the pan-European feature of the programme. Non-EU ECAC States continue to be associated to its implementation through the signing of working arrangements with EASA.

The programme thus receives the legal and institutional basis which it lacked while being implemented under the auspices of ECAC whose instruments are non-binding on its Member States. This development will no doubt enable the continued implementation of the Programme in a further harmonised manner and increase its role in the safety chain.

Before letting you read this report, I wish to express my gratitude to all those who have been contributing to the SAFA Programme since 1996 when ECAC pioneered this important instrument to improve safety performance.

Raymond Benjamin

A stylized, handwritten signature in black ink, appearing to read 'R. Benjamin', with a long, sweeping underline that extends to the left.

Executive Secretary of ECAC

1. MAIN FEATURES OF THE SAFA PROGRAMME

1.1 General

The main features of the SAFA Programme are:

- Its application by all 42 ECAC Member States¹, including the sharing of information through a centralised database
- Its bottom-up approach. The Programme is built around ramp inspections of aircraft
- Its non-discriminatory nature. SAFA applies equally to aircraft from ECAC and non-ECAC States
- Its close relationship with the ICAO Universal Safety Oversight Audit Programme.

The principles of the Programme are simple: in each ECAC State, foreign aircraft (ECAC or non-ECAC) can be subject to a ramp inspection, chiefly concerned with the aircraft documents and manuals, flight crew licenses, the apparent condition of the aircraft and the presence and condition of mandatory cabin safety equipment. The references for these inspections are contained in the Standards of ICAO Annexes 1 (Personnel Licensing), 6 (Operations of Aircraft) and 8 (Airworthiness of Aircraft).

These checks are carried out in accordance with a procedure, which is common to all ECAC Member States. Their outcome is then the subject of reports, which also follow a common format. In the case of significant irregularities, the operator and the appropriate Aviation Authority (State of Operator or Registry) are contacted in order to arrive at corrective measures to be taken not only with regard to the aircraft inspected but also with regard to other aircraft which could be concerned in the case of an irregularity which is of a generic nature. All data from the reports, as well as supplementary information (for example a list of actions undertaken and finalised following an inspection) are centralised in a computerised database set up by the Joint Aviation Authorities (JAA), the Associated Body of ECAC.

1.2 Integration of the Programme in the overall aviation safety chain

Based on the SAFA inspections performed over the last few years, experience

¹ Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, Ukraine, United Kingdom.

shows that these give a general indication of the safety of foreign operators. However, this indication is limited in the sense that no full picture is obtained about the safety of that particular aircraft or operator. This is due to the fact that certain aspects are difficult to assess during an inspection (e.g. Crew Resource Management), the limited time available to perform an inspection, and the limited depth of inspection.

A full assessment of a particular aircraft or operator can only be obtained through the continuous oversight by the responsible Aviation Authority (State of Operator or State of Registry). Nonetheless, the information gained through the SAFA Programme is useful and SAFA inspections contribute to the safe operation of the particular aircraft which has been inspected.

The central database is particularly useful as it contributes to a rapid flow of information to the States participating in the SAFA Programme. Information from all inspections performed is shared, thus contributing to a more complete picture about a certain aircraft, aircraft type or operator.

2. DEVELOPMENT OF THE SAFA PROGRAMME IN 2006

Starting in 2004, some events influenced significantly the development of the programme beyond the regular improvements which were brought into it on an annual basis through lessons learnt from its implementation. This with the aim to make a better use of the potential offered by the programme.

In early 2004, ECAC Directors General of Civil Aviation approved an extensive set of measures to improve the SAFA programme along the following main axes: mutual alarming and information sharing between Member States; quality of performing the inspections and reporting to the database; increased public disclosure of SAFA information; and increased participation from Member States. Procedures, bringing into operation these measures have been developed and implemented for most of them in 2004 and 2005 and for the others in the course of 2006. The SAFA Manual containing all the procedures and guidance material was published as one document. The database was up-dated twice enhancing its user-friendliness and implementing new tools, for the smooth implementation of new requirements set by the SAFA Directive.

In April 2006 the SAFA Directive, adopted by the European Parliament and the Council in April 2004, became applicable for EU Member States. The Directive provides a legal basis for the performance by EU Member States of ramp checks on non-EU aircraft. Although there are many common elements between the SAFA Programme and the Directive, there are also some important differences. A significant amount of work has been done, in close co-operation with the European Commission, to assess the impact of the Directive on the SAFA Programme and to adjust it as needed in order to allow EU Member States, through their participation in the SAFA Programme, to meet their EU obligations. Already some necessary actions were initiated in 2005 and the activity continued in 2006 (e.g. amendment of policies, procedures and database) to meet the provisions of the Directive.

In May 2006, the European Commission mandated the European Aviation Safety Agency (EASA) to coordinate the Community SAFA Programme and manage some of its elements (e.g., the database). This took effect from 1 January 2007 onwards. Until 2006 the operational elements of the SAFA Programme were implemented by the Central JAA on behalf of ECAC. At the end of 2006 the SAFA coordination activities including the centralised database have been transferred from Central JAA to EASA. Particular consideration has been given to maintain the pan-European dimension of the SAFA Programme. To that effect, 14 non-EU ECAC

States² have signed a Working Arrangement with EASA, ensuring their continued participation in the SAFA Programme.

² Armenia, Azerbaijan, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Moldova, Monaco, Norway, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, Ukraine. In April 2007, there remained one non-EU ECAC States which has yet to sign such Arrangements.

3. TRAINING OF INSPECTORS

Also in the year 2006, the training of SAFA inspectors from ECAC Member States continued. Four training sessions were held which were attended by more than 120 inspectors. One session was organised in Hoofddorp/the Netherlands, one in Kiev/Ukraine, another in Istanbul/Turkey, and the fourth session in Belgrade/Serbia. Since the start of the training programme, over 600 inspectors from 34 ECAC States have participated in the training courses.

These courses deal with the application and practical usage of the SAFA procedures. In addition, practical experience is shared among participants. The training provides a positive contribution to a common approach among ECAC States to the way inspections are performed. Also included in the training sessions is a half day visit of an aircraft parked at the airport ramp. Having an aircraft available allows a practical demonstration of each inspection item of the SAFA checklist.

With the training sessions having a more theoretical approach, the “Inspectors Exchange Programme” is used to stimulate the exchange of practical experience. The Programme aims to provide on-the-job training by allowing inspectors of one ECAC State to visit their colleagues in another ECAC State and to closely witness their working methods. Such participation in the day-to-day operation of a ramp inspection scheme enables individual inspectors to increase their practical knowledge and skills. A side benefit is the potential the programme offers to progress towards uniform application of SAFA inspection and reporting procedures.

Over the years the increasing complexity of the database has created the need for specialised training for its users. In 2006, JAA has organised for the very first time, in Hoofddorp/the Netherlands, a training course dedicated to the usage of the database.

4. CENTRAL SAFA DATABASE

In 2000, the SAFA database became fully operational. Subsequently, a major adaptation was implemented in 2002 enhancing its “user-friendliness” and data retrieval function. In 2004 a further enhancement was implemented which includes, amongst others, a (restricted) access of the database via Internet. In 2005, another project was initiated to enhance the features of the database. The project was implemented in the first quarter of 2006. Among the new features are tools allowing an improved preparation of the inspections, expanded analytical tools, a workflow function, differentiation by type of operation, etc. Also, a second minor update of the database was implemented in the last quarter of 2006. Finally in December 2006, the SAFA Database was successfully transferred from JAA/Hoofddorp to EASA/Cologne.

The database contains the reports of the ramp inspections performed by ECAC States. Although managed and maintained by the JAA, the inclusion of reports in the database remains a responsibility of the individual National Aviation Authorities (NAA) of ECAC Member States.

Data contained in the database is considered confidential in the sense that it is only shared with other ECAC Member States and is not available to the general public. The database can be accessed by all National Aviation Authorities of ECAC Member States via the (secured) Internet.

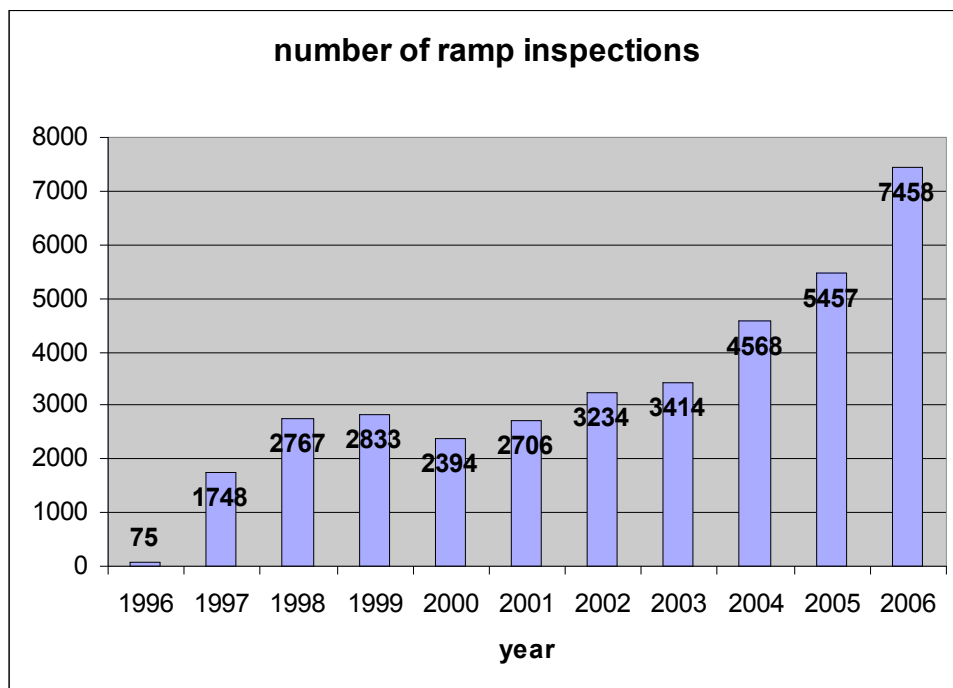
At present 39 ECAC National Aviation Authorities are connected on-line to the database. Therefore, the number of reports contained in the database reflects the actual number of inspections carried out.

This annual report is based upon the reports that are contained in the database.

5. DATA COLLECTION

In general, ECAC Member States are dedicated to the SAFA Programme. 38 of them have participated — in one form or the other — since 1996, when the Programme was launched. More than 36,000 inspections have been carried out and recorded in the database since the start of the Programme.

During the year 2006, 34 States performed 7,458 inspections.



When comparing the total number of ramp inspections performed in 2006 (7,458 inspections) to the number performed in the previous year 2005 (5,457 inspections), the following conclusions can be drawn:

- The number of ECAC States which performed SAFA ramp checks has increased from 32 to 34 States.
- Five States, which were not active in 2005, or in the years before, (re)started to perform ramp inspections in 2006, but; on the other hand, three states that performed inspections during the previous years did not perform any inspection during 2006.
- Since the year 2000, a continuous increase in the total number of inspections can be observed. This may be explained by the fact that the total number of States

participating in the Programme has increased. In addition, in most of the States the total number of inspections performed per State tends to steadily increase over the years.

- Some States had a very large increase in the number of inspections performed. Amongst others Greece, Finland, Sweden and Spain accounted for a major part of the increase in the overall number of inspections performed.

The table below indicates Member States which carried out inspections and, for comparison purposes, those which did so in earlier years.

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6. AREAS OF INSPECTION

In nearly all States, the number of flights by foreign operators is far greater than the inspection capability. This means that only spot checks are possible. This can be done at random or it might be decided to focus the inspection according to certain criteria, as listed below. In case Member States decide to focus their inspections, this decision is based on national policies and priorities and also, when relevant, on recommendations, endorsed by the ECAC Directors General of Civil Aviation. These recommendations are based on an analysis of the SAFA database and take into account Member States' national priorities.

There are five areas on which the inspections can be focused:

- Specific State of Operator (checking operators from a particular State)
- Specific aircraft type
- Specific nature of operations (scheduled, non-scheduled, cargo, etc.)
- Specific foreign operator; or
- Specific aircraft identified by its individual registration mark.

Appendices A to C list the States of Operator, aircraft types and operators inspected in 2006. They highlight the wide coverage of the SAFA Programme and, more importantly, its non-discriminatory application.

The smooth operation of the Programme can also be illustrated by the table below, which aggregates the information in the Appendices and provides an overview of activities.

OVERVIEW OF THE SAFA PROGRAMME IN THE YEAR 2006

INSPECTIONS	7458 INSPECTIONS...
OPERATOR	...ON 822 DIFFERENT FOREIGN OPERATORS...
STATE OF OPERATOR	...FROM 127 STATES...
AIRCRAFT TYPE	...OPERATING SOME 210 DIFFERENT (SUB)TYPES OF AIRCRAFT

Because of the non-discriminatory character of the SAFA Programme, aircraft both from ECAC and non-ECAC States are inspected. The following table shows the results (3 years moving average, fully from 1998 onwards):

	Inspections on ECAC Operators	Inspections on non-ECAC Operators
1996	51%	49%
1997	57%	43%
1998	57%	43%
1999	58%	42%
2000	61%	39%
2001	64%	36%
2002	66%	34%
2003	63%	37%
2004	67%	33%
2005	71%	29%
2006	72%	28%
Average	62.4%	37.6%

Over the years, the percentage of inspections on aircraft from ECAC operators has steadily increased. Several reasons have contributed to this fact. The number of ECAC Member States has grown, resulting in an increased volume of “ECAC traffic”. In recent years, many new operators emerged in ECAC Member States and may have attracted more attention on their operations.

In the early years of the SAFA Programme, a significant percentage of the inspections were directed at CIS-built aircraft (Antonov, Ilyushin, Tupolev, Yakovlev) operated by non-ECAC operators. However, because of noise regulations, the population of these CIS-built aircraft is gradually decreasing.

In conclusion, it can be stated that the distribution of SAFA inspections reflects the fact that the vast majority of all flights within ECAC Member States are carried out by ECAC operators.

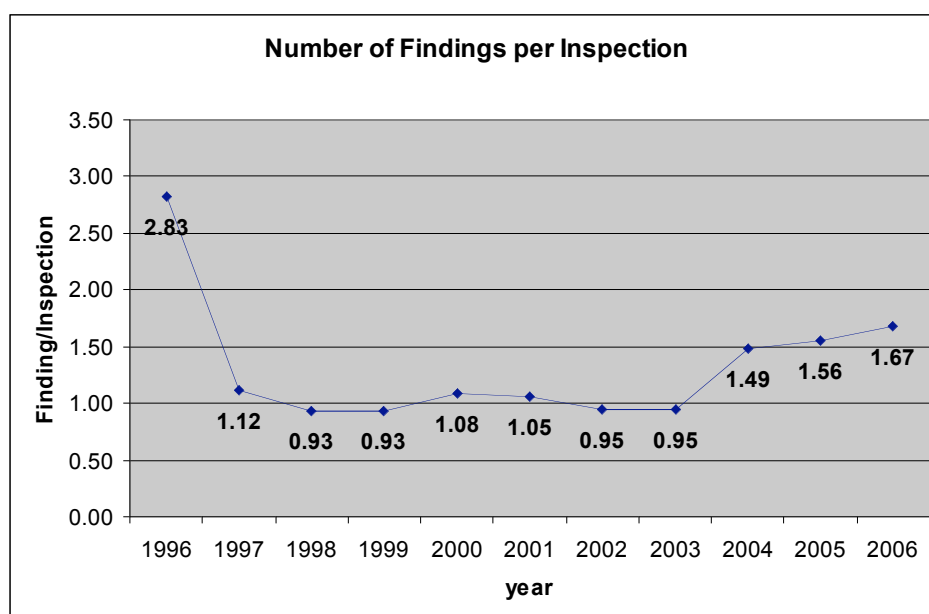
7. MAIN RESULTS OF THE SAFA INSPECTIONS

7.1 Inspection findings in general

A first starting point regarding the findings, which are deviations from ICAO Standards, is the quantitative approach. This compares the total number of findings (F) to the total number of inspections (I) and the inspected items (II).

During the inspection, a checklist is used. It comprises a total of 54 different inspection items. In the majority of cases, not all items are checked during an inspection because the time between the arrival of the aircraft and its departure is not sufficient to perform a complete inspection. Therefore, the relationship between the total number of findings and the total number of inspected items might give a better understanding. The results are presented in the table below.

	Year											Total 1996- 2006
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	
Total Inspections (I)	75	1,748	2,767	2,833	2,394	2,706	3,234	3,413	4,568	5,457	7,458	36,656
Total Inspected Items (II)	1,675	31,413	88,400	95,524	80,454	82,935	93,681	100,014	148,850	181,440	260,524	1,164,910
Total Findings (F)	212	1,951	2,573	2,631	2,587	2,851	3,064	3,242	6,799	8,492	12,481	46,905
Findings/Inspections (F/I)	2.8267	1.1161	0.9299	0.9287	1.0806	1.0536	0.9474	0.9499	1.4884	1.5562	1.6704	1.28
Findings/Inspected Items (F/II)	0.127	0.062	0.029	0.028	0.032	0.034	0.033	0.032	0.046	0.047	0.048	0.040



With the exception of the early years (1996-1997), the range of the ratio findings / inspections (F/I) varied slightly between 0.93 and 1.08 during the years 1998 until 2003. This meant that, on average, during each inspection between 0.93 and 1.08 findings were established. After 2003 we notice an upward change. On average 1.67 findings have been established in 2006 during each inspection.

When the findings are related to an individual checklist item inspected, the same upward trend is noticeable. For every 100 checklist items inspected on average three findings were established (F/II is 0.03) in the years up to 2003. In 2005 this increased to 4.7 findings per 100 items inspected (F/II is 0.047) and further increased in 2006 to 4.8 findings per 100 items inspected (F/II is 0.048).

This increase of the ratio findings / inspections (F/I) in 2006 may be attributed to the following:

- In general the majority of States concentrate their inspections on those operators which had findings in the past, this leading to potentially more findings.
- Due to training and continuing building up of experience by the inspectors, the inspections are carried out in more depth.
- Some specific States have established relatively more findings than in the previous years.

7.2 Inspection findings and their categories

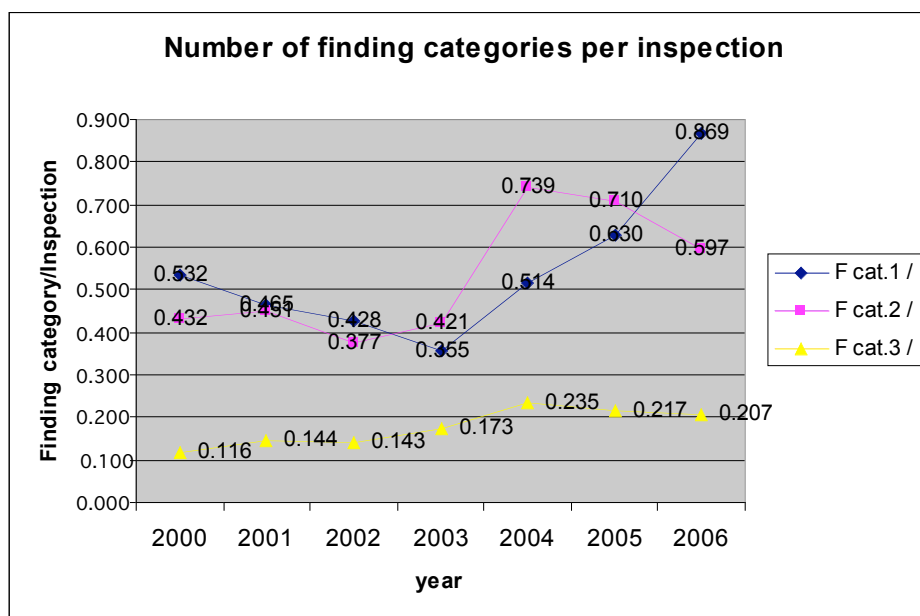
Not only the absolute number of inspection findings needs to be considered, but also their “seriousness”. To this end, three categories of findings have been defined. A “Category 1” finding is called a minor finding, “Category 2” is a significant finding and “Category 3” a major finding. The terms “minor”, “significant” and “major” relate to the level of deviation from the ICAO Standard. The SAFA procedures contain guidance on the categorisation of findings to ensure a consistent approach by all ECAC States.

The prime purpose of categorising the findings is to classify the compliance with a standard and the seriousness of non-compliance with this standard. It needs to be stressed that non-compliance with a standard does not necessarily mean an immediate threat to the safety of the aircraft and its occupants. For example: if an aircraft is piloted by a person who does not carry their pilot’s license with them, it is considered a Category 3 (major) finding and a serious deviation from the standard. However, if the pilot has accidentally left the license at home but is properly qualified to pilot the aircraft, it is evident that there is no direct influence on safety. Nevertheless, a Category 3 finding is always of major concern for the National Aviation Authorities involved.

The categories of findings are recorded in the database and the results are presented in the table below.

Year	No. inspection (I)	No. findings (F)				Ratio of findings (Fcat./I)			
		Cat. 1 (minor)	Cat. 2 (significant)	Cat. 3 (major)	total	F cat.1 / I	F cat.2 / I	F cat.3 / I	F total / I
2000	2394	1274	1035	278	2587	0.532	0.432	0.116	1.081
2001	2706	1258	1221	389	2868	0.465	0.451	0.144	1.060
2002	3234	1384	1219	461	3064	0.428	0.377	0.143	0.947
2003	3414	1212	1439	591	3242	0.355	0.421	0.173	0.950
2004	4568	2349	3375	1075	6799	0.514	0.739	0.235	1.488
2005	5457	3437	3873	1182	8492	0.630	0.710	0.217	1.556
2006	7458	6485	4452	1544	12481	0.869	0.597	0.207	1.670
total	29231	17399	16614	5520	39533	0.595	0.568	0.189	1.352

The graph below presents the finding categories related to the number of inspections.



From the graph it may be concluded that up to 2003 the number of Category 1 (minor) findings related to the number of inspections has shown a downward trend. In 2004, 2005 and 2006 there is a sharp upward trend.

The number of Category 2 (significant) findings related to the number of inspections until 2003 remained more or less stable with a sharp increase in 2004, a levelling off in 2005 and a slight decrease in 2006. The number of Category 3 findings related to the number of inspections shows since the beginning until last year a continuous and steady increase. In 2006 the number of Category 3 (major) findings is comparable with one recorded in 2005. General conclusions regarding the year 2006 figures:

- The overall number of findings per inspection continues to show an increase.
- The contribution of Category 1 findings continue to increase at a rapid rate.
- The contribution of Category 2 findings is decreasing in comparison to the year before.
- The contribution of Category 3 findings is maintaining at the same level as in 2005.
- The relative increase in the number of Category 1 findings and relative decrease of Category 2 and 3 findings may be an indication of an overall improvement in the level of deviation from the ICAO standard.

7.3 Inspection findings on a regional basis

In order to identify any regional differences, the finding categories were related to operators from different regions of the world and grouped according to ICAO Regional Offices. The results for the year 2006 are presented in the table below.

ICAO Region	No. of States inspected	No. of Operat. inspected	No. of landings at ECAC airports	Inspect. (I)	No. of findings (F)				Ratio of findings (Fcat./I)			
					Cat. 1 (minor)	Cat. 2 (signif.)	Cat. 3 (major)	Total	F cat.1/I	F cat.2/I	F cat.3/I	F total/I
APAC	15	34	49,755	183	102	119	54	275	0.56	0.65	0.30	1.50
ESAF	10	20	12,098	108	93	147	72	312	0.86	1.36	0.67	2.89
EUR/NAT	53	616	2,926,323	6204	5262	3473	1110	9845	0.85	0.56	0.18	1.59
MID	18	47	85,521	462	425	391	201	1017	0.92	0.85	0.44	2.20
NACC	11	69	180,738	343	286	148	63	497	0.83	0.43	0.18	1.45
SAM	9	22	8,263	93	222	68	16	306	2.39	0.73	0.17	3.29
WACAF	11	14	7,242	65	95	106	28	229	1.46	1.63	0.43	3.52
Total	127	822	3,269,940	7458	6485	4452	1544	12481	0.87	0.60	0.21	1.67

Operators from States belonging to the NACC, APAC and EUR/NAT ICAO Regions have fewer findings per inspection than average.

Operators from States belonging to the MID, SAM, ESAF and WACAF ICAO Region have more findings per inspection than average.

¹ APAC-Asian and Pacific ICAO Region: Australia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China (incl. Hong Kong and Macao), Cook Islands, Democratic People's Republic of Korea, Fiji, India, Indonesia, Japan, Kiribati, Lao People's Democratic Republic, Malaysia, Maldives, Marshal Islands, Micronesia, Mongolia, Myanmar, Nauru, Nepal, New Zealand, Palau, Papua New Guinea, Philippines, Republic of Korea, Samoa, Singapore, Solomon Islands, Sri Lanka, Thailand, Tonga, Vanuatu, Viet Nam.

² ESAF-Eastern and Southern African ICAO Region: Angola, Botswana, Burundi, Comoros, Djibouti, Eritrea, Ethiopia, Kenya, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Rwanda, Seychelles, Somalia, South Africa, Swaziland, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

³ EUR/NAT-European and North Atlantic ICAO Region: Albania, Algeria, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Malta, Monaco, Morocco, Netherlands (incl. Netherlands Antilles), Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, San Marino, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, The former Yugoslav Republic of Macedonia, Tunisia, Turkey, Turkmenistan, Ukraine, United Kingdom (incl. Cayman Islands, Bermuda), Uzbekistan.

⁴ MID-Middle East ICAO Region: Afghanistan, Bahrain, Cyprus, Egypt, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Libyan Arab Jamahiriya, Oman, Pakistan, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic, United Arab Emirates, Yemen.

⁵ NACC-Northern American, Central American and Caribbean ICAO Region: Antigua and Barbuda, Bahamas, Barbados, Belize, Canada, Costa Rica, Cuba, Dominican Republic, El Salvador, Grenada, Guatemala, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, United States of America.

⁶ SAM-South American ICAO Region: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, Uruguay, Venezuela.

⁷ WACAF-Western and Central African ICAO Region: Benin, Burkina Faso, Cameroon, Cape Verde, Central African Republic, Chad, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, Togo.

Chapter 6 indicates that in 2006 (3 years moving average) 72 % of all inspections were performed on ECAC operators. The remaining 28% were inspections of aircraft operated by non-ECAC carriers.

In the table below, the findings and categories are presented.

ICAO Region	No. of States inspected	No. of Operators inspected	Inspections (I)	No. of findings (F)				Ratio of findings (Fcat./I)			
				Cat. 1 (minor)	Cat. 2 (significant)	Cat. 3 (major)	Total	F cat.1/I	F cat.2/I	F cat.3/I	F total/I
ECAC States	42	552	5345	4262	2592	817	7671	0.80	0.48	0.15	1.44
non-ECAC States	85	270	2113	2223	1860	727	4810	1.05	0.88	0.34	2.28
total	127	822	7458	6485	4452	1544	12481	0.87	0.60	0.21	1.67

For each category of findings, the relative number of findings is higher for operators from non-ECAC States than from ECAC States.

7.4 Inspection findings related to checklist items

Appendix D provides the results regarding each individual inspection item (III) which has been inspected. It indicates the number of times that a particular inspection item was checked, the number of findings and the ratio F/III. **Appendix E** tabulates and graphically presents the values of the latter ratio for the years 2000 to 2006. **Appendix F** provides the detailed breakdown of findings for the year 2006 by categories.

7.5 The top 3 significant and major inspection findings related to checklist items

The inspection checklist consists of four major parts. Part A concerns items to be inspected in the flight deck of the aircraft. Part B of the checklist concerns items to be checked in the (passenger) cabin, and mainly consists of safety equipment. Part C relates to the general technical condition of the aircraft which needs to be verified during a walk around check. Part D checklist items concern the cargo compartment of the aircraft and the cargo carried.

Any general findings not covered by Parts A, B, C or D can be administered under Part E (general) of the checklist.

When considering the findings established during a SAFA inspection, Category 2 (significant) and Category 3 (major) findings require the highest attention when it comes to the need for rectification. For each part of the checklist, the top 3 of Category 2 and 3 findings related to the number of inspections are given in the table below.

A – Inspection items concerning flight deck

No.	Inspection item	Description	No. inspections	Findings (F)					Cat. 2 & 3/III
				Cat. 1	Cat. 2	Cat. 3	Cat. 2 & 3	Total	
1	Flight Deck/ Documentation	Minimum Equipment List (MEL)	5152	133	544	3	547	680	0.1062
2	Flight Deck/ Documentation	Manuals	4600	92	413	8	421	513	0.0915
3	Flight Deck/ Flight Data	Flight Preparation	5007	157	153	192	345	502	0.0689

A.1 Minimum Equipment List (MEL)

The MEL specifies the circumstances under which an aircraft may be operated in spite of certain equipment being inoperative. The MEL is established by the aircraft operator and approved by the responsible State of Operator. The majority of the findings concerned the lack of evidence of approval of the MEL, the MEL not being carried onboard or being out of date. Also in

many cases instead of the MEL the MMEL (Master MEL) is being used. The MMEL is established by the aircraft manufacturer as a baseline document for the operator to establish the MEL.

A.2 Manuals

It mainly concerns the Flight Operations Manual (FOM) which provides flight procedures for the flight crew. Frequent findings established are: no approval by the State of Operator, content of the manual does not meet the ICAO Standards, the manual is not up-to-date or has been drafted by another airline.

A.3 Flight Preparation

ICAO Annex 6 requires that flights shall be performed only when the standards relating to operational flight planning have been complied with. The majority of the findings concerned incorrect Operational Flight Plans, incorrect fuel calculation and/or monitoring, incomplete relevant information (meteorological, NOTAMs).

B – Inspection items concerning passenger cabin

No.	Inspection item	Description	No. inspections	Findings (F)					Cat. 2 & 3/III
				Cat. 1	Cat. 2	Cat. 3	Cat. 2 & 3	Total	
1	Safety / Cabin	Emergency exit, lighting and marking, torches	4431	101	207	88	295	396	0.0666
2	Safety / Cabin	Access to emergency exits	4452	21	96	92	188	209	0.0422
3	Safety / Cabin	General Internal Condition	5269	411	147	24	171	582	0.0325

B.1 Emergency exits, lighting and marking, torches

The findings mainly concerned emergency exit lights which were not functioning properly, torches (flashlights) which were not available, in poor condition or not available in sufficient quantity, and non-installation or inadequately functioning of floor proximity (emergency) escape path marking systems. These systems indicate the location of the emergency exits. They are important especially when there is a fire or smoke in the passenger cabin or when the normal cabin lights are not functioning. Example of this last non-compliance is situations whereby sections of the escape path marking, covering several seat rows, were out of order.

B.2 Access to emergency exits

Access to emergency exits must always be clear of obstacles. In case of an emergency, the path to the emergency exits and doors should be clear, allowing a rapid evacuation of the aircraft. Findings established were obstruction of access by catering boxes, luggage and cargo. Another frequent finding, especially on CIS-built aircraft, was the fact that the seats in front of the emergency exits can fold forward and in case of an emergency may block the path to the exit. Also in many cases the locks of the tray tables on the seats in the area of emergency exits do not prevent the tray tables from obstructing an unrestricted access to the exits.

B.3 General Internal Condition

The cabin crew members have to be able to perform their normal and abnormal duties without hindrance. The findings mainly revealed the poor condition of the cabin, loose carpeting impeding the crew to perform their duties, improper stowed luggage.

C – Inspection items concerning general condition of aircraft

No.	Inspection item	Description	No. inspections	Findings (F)					Cat. 2 & 3/III
				Cat. 1	Cat. 2	Cat. 3	Cat. 2 & 3	Total	
1	Aircraft Condition	General External Condition	6786	1226	189	21	210	1436	0.0309
2	Aircraft Condition	Wheels, tyres and brakes	6285	156	97	74	171	327	0.0272
3	Aircraft Condition	Power plant and pylon	5947	320	113	24	137	457	0.0230

C.1 General External Condition

Checking the general external condition means checking for apparent corrosion; cleanliness; presence of ice, snow, frost; legibility of markings, windshield delamination, damages, exterior lights etc. The majority of the findings concerned paint damage, illegible or missing markings, inoperational lighting, missing or loose screws.

C.2 Wheels, tyres and brakes

Wheels, tyres and brakes need to be in proper condition. Reported findings were tyres worn beyond limits, cuts in the tyre, leakage of hydraulic fluid in landing gear areas, brakes worn beyond limits.

C.3 Powerplant and pylon

The engine, the engine housing, the pylon (attachment of the engine to the wing or aircraft structure) and the access panels in the engine housing and pylon are carefully inspected. Findings reported relate to fuel & oil leakages, missing rivets in engine housing and damage of acoustic panels in the engine intake area.

D – Inspection items concerning cargo compartment

No.	Inspection item	Description	No. inspections	Findings (F)					Cat. 2 & 3/III
				Cat. 1	Cat. 2	Cat. 3	Cat. 2 & 3	Total	
1	Cargo	Safety of cargo on board	2102	24	52	228	280	304	0.1332
2	Cargo	Dangerous Goods	644	4	8	37	45	49	0.0699
3	Cargo	General condition of cargo compartment	3994	137	114	42	156	293	0.0391

D.1 Safety of cargo on board

In several cases it was established that cargo in the cargo holds was not properly secured. Heavy items (such as spare wheels) were not restrained, which might lead to damage of the aircraft in case of rapid acceleration / deceleration. In other cases, barrier nets were either not installed or in poor condition. Cargo containers and pallets were in poor condition. Locks to secure the containers were not in the proper position or unserviceable.

D.2 Dangerous Goods

Certain types of material need special care and treatment because they are flammable, toxic, poisonous, etc. These are commonly referred to as “Dangerous Goods”. When properly packed, stored, labelled, protected etc., Dangerous Goods may be transported. Findings that have been recorded included improper storage and labelling of the Dangerous Goods carried onboard, unavailability of the required documents and manuals (Emergency Response Guide), missing authorisation for the transportation of Dangerous Goods and no proper notification to the Captain (NOTOC) of Dangerous Goods carried onboard.

D.3 General condition of cargo compartment

Findings related to the general condition of the cargo compartment, such as damage to panels, deficiencies with the locking system, improper repairs of panels, and missing separation nets.

8. ACTION TAKEN AFTER RAMP INSPECTIONS

Based on the category, number and nature of the findings, several actions may be taken.

If the findings indicate that the safety of the aircraft and its occupants is impaired, corrective actions will be required. Normally the aircraft captain will be asked to address the serious deficiencies which are brought to his attention. In rare cases, where inspectors have reason to believe that the aircraft captain does not intend to take the necessary measures on the deficiencies reported to him, they will formally ground the aircraft. The formal act of grounding by the State of Inspection means that the aircraft is banned from further flights until appropriate corrective measures are taken.

In 2006, the following examples of events led to the grounding of aircraft: no valid Certificate of Airworthiness onboard, no MEL onboard but aircraft had outstanding technical deficiencies, very poor technical condition of aircraft, no maintenance release issued, heavy corrosion, no emergency lights to indicate emergency exits, improper repairs, heavy leakages, improper cargo loading, no up-to-date navigation documentation, and tyres worn out beyond limits.

Another type of action is called “corrective actions before flight authorised”. Before the aircraft is allowed to resume its flight, corrective action is required to rectify any deficiencies which have been identified.

In other cases, the aircraft may depart under operational restrictions. An example of such a restriction would be the case where there is a deficiency regarding passenger seats. Operation of the aircraft is possible under the condition that the deficient seats are not occupied by any passengers.

It is standard practice that the captain of the aircraft which has just been inspected is debriefed about the findings. In addition, Category 2 and Category 3 findings are communicated to the responsible Aviation Authority and the home base of the operator with the request to take appropriate action to prevent reoccurrence.

In some cases, when the findings on an aircraft are considered important, individual Member States may decide to revoke the entry permit of that aircraft. This means that the particular aircraft is no longer allowed to land at airports or fly in the airspace of that State. Such a ban can be lifted if the operator of the aircraft proves that the problems have been properly corrected. Such entry permit repercussions can therefore be, and usually are, of a temporary character.

As regards such bans and their subsequent lifting, those ECAC States which belong also to the European Community shall be acting in accordance with the provisions laid down in Regulation (EC) No 2111/2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community.

The table below lists the actions taken as a result of inspections performed in the years 2000-2006.

		YEAR							TOTAL
		2000	2001	2002	2003	2004	2005	2006	
	NO. OF INSPECTIONS	2,394	2,706	3,234	3,414	4,568	5,457	7,458	29,231
	NO. OF FINDINGS	2,587	2,868	3,064	3,242	6,799	8,492	12,481	39,533
ACTIONS TAKEN	INFORMATION TO THE AUTHORITY AND OPERATOR	150	262	289	360	698	982	1,948	4,689
	RESTRICTION ON THE AIRCRAFT OPERATION	0	2	17	23	48	47	68	205
	CORRECTIVE ACTIONS BEFORE FLIGHT AUTHORISATION	184	210	225	321	683	708	978	3,309
	AIRCRAFT GROUNDED	16	28	12	20	17	13	13	119
	ENTRY PERMIT REPERCUSSIONS	9	4	6	7	15	10	7	58

9. INTERNATIONAL COOPERATION

9.1 Co-operation with Civil Aviation authorities of non-ECAC States

In order to achieve best the objectives of the SAFA Programme, it is necessary to cooperate with Civil Aviation Authorities of non-ECAC States, specifically regarding operators under their national safety oversight.

Regarding the cooperation with the Federal Aviation Administration of the United States on bilateral exchange of the results of inspections, performed on each others operators in the framework of SAFA and similar US programme for inspection of non-US operators, this was continued in 2006.

9.2 Co-operation with EUROCONTROL

In 2004, ECAC and EUROCONTROL decided to develop a cooperation in the framework of the SAFA programme. The two sides initiated the development of a related Cooperation Agreement. It is to contribute to the improvement of the SAFA programme alarming function by using the possibilities of the EUROCONTROL CFMU unit to alert ECAC member States of flight plans to and from ECAC airports pertaining to aircraft or operators that have been subjected to operating restrictions in one or more ECAC States and on which focused SAFA inspections may be performed. The Cooperation Agreement was signed in the spring of 2006. In the second half of 2006 the provisions of the Agreement were implemented.

9.3 Co-operation with ICAO

Co-operation with ICAO has been pursued, as illustrated by the sharing of information.

APPENDIX A

List of States of Inspected Operators

Operator State	ICAO Code
Afghanistan	OA
Albania	LA
Algeria	DA
Angola	FN
Antigua and Barbuda	TA
Argentina	SA
Armenia	U5
Aruba	T2
Australia	Y
Austria	LO
Azerbaijan	UB
Bahrain	OB
Bangladesh	VG
Barbados	TB
Belarus	UM
Belgium	EB
Bermuda	TX
Bosnia-Herzegovina	LQ
Brazil	SB
Bulgaria	LB
Cabo Verde (Cape Verde)	GV
Cameroon	FK
Canada	C
Cayman Islands	MW
Chile	SC
China	ZB
Colombia	SK
Comoros	F1
Côte d'Ivoire	DI
Croatia	LD
Cuba	MU
Cyprus	LC
Czech Republic	LK
Democratic Rep. Of the Congo	FZ
Denmark	EK
Ecuador	SE
Egypt	HE
Equatorial Guinea	FG
Eritrea	HH
Estonia	EE
Ethiopia	HA
Finland	EF
France	LF
Gabon	FO
Georgia	UG

Germany	ED
Ghana	DG
Greece	LG
Hong Kong	VH
Hungary	LH
Iceland	BI
India	VA
Iran	OI
Ireland	EI
Israël	LL
Italy	LI
Jamaica	MK
Japan	RJ
Jordan	OJ
Kazakhstan	UA
Kenya	HK
Korea / South Korea	RK
Kuwait	OK
Kyrgyzstan (Kirghizistan)	U2
Latvia (Letonia)	EV
Lebanon	OL
Liberia	GL
Libyan Arab Jamahiriya (Libya)	HL
Lithuania	EY
Luxembourg	EL
Macedonia (F Y R of Macedonia)	LW
Madagascar	FM
Malaysia	WM
Malta	LM
Mauritania	GQ
Mauritius	FI
Mexico	MM
Moldova (Republic of Moldova)	LU
Monaco	LN
Morocco	GM
Netherlands	EH
Netherlands Antilles	TN
New Zealand	NZ
Nigeria	DN
Norway	EN
Oman	OO
Pakistan	OP
Peru	SP
Poland	EP
Portugal	LP
Qatar	OT
Romania	LR
Russian Federation	U
Saint Lucia	TL
Saint Vincent / Grenadines	TV
Saudi Arabia	OE
Senegal	GO
Serbia and Montenegro	LY

Singapore	WS
Slovakia	LZ
Slovenia	LJ
South Africa	FA
Spain (España)	LE
Sri Lanka	VC
Sudan	HS
Suriname	SM
Sweden	ES
Switzerland	LS
Syrian Arab Republic (Syria)	OS
Taiwan (Republic of China)	RC
Thailand	VT
Trinidad and Tobago	TT
Tunisia	DT
Turkey	LT
Turkmenistan	U3
Uganda	HU
Ukraine	UK
United Arab Emirates	OM
United Kingdom	EG
United States of America	K
Uruguay	SU
Uzbekistan	U4
Vanuatu	NV
Venezuela	SV
Viet Nam	VV
Yemen	OY
Zimbabwe	FV

APPENDIX B

Aircraft Types Inspected

Aircraft Type	ICAO Code
Aerospatiale, super Puma	AS32
Aerospatiale, Twinstar, Ecureuil 2	AS55
Airbus A-300	A300
Airbus A-300B2/4-1/2/100/200, A-300C4-200	A30B
Airbus A-300B4-600	A306
Airbus A-310 (CC-150 Polaris)	A310
Airbus A318	A318
Airbus A-319	A319
Airbus A-320	A320
Airbus A-321	A321
Airbus A-330	A330
Airbus A330-200	A332
Airbus A330-300	A333
Airbus A-340	A340
Airbus A340-200	A342
Airbus A340-300	A343
Airbus A340-500	A345
Airbus A340-600	A346
Antonov An-12	AN12
Antonov An-124 Ruslan	A124
Antonov An-24	AN24
Antonov An-26	AN26
Antonov AN-28/PZL-Mielec AN-28	AN28
Antonov An-32	AN32
Antonov AN-72/74	AN72
Antonov, AN-74-300	A743
ATR-42-200/300/320	AT43
ATR-42-400	AT44
ATR-42-500	AT45
ATR-72	AT72
BAC-111 One-Eleven	BA11
BAe ATP	ATP
BAe RJ-100	RJ1H
BAe RJ-70	RJ70
BAe RJ-85	RJ85
BAe-146,RJ,Quiet Trader	BA46
BAe146-100, Statesman	B461
BAe146-200, Quiet Trader, Statesman	B462
BAe146-300	B463
BAe-3100 Jetstream 31	JS31
BAe-3200 Jetstream Super 31	JS32
BAe-4100 Jetstream 41	JS41
Beech 1900	B190
Beech 200,1300 Super King Air	BE20

Beech 300	BE30
Beech 400 Beechjet	MU30
Beech 90	BE9L
Beech B300 Super King Air 350	B350
Bell 206A/B/L,406, JetRanger	B06
Bell, 430	B430
BN-2A Mk3 Trislander	TRIS
Boeing 707-100	B701
Boeing 707-300	B703
Boeing 717-200	B712
Boeing 727-200	B722
Boeing 737-200	B732
Boeing 737-300	B733
Boeing 737-400	B734
Boeing 737-500	B735
Boeing 737-600	B736
Boeing 737-700, BBJ	B737
Boeing 737-800	B738
Boeing 737-900	B739
Boeing 747-100	B741
Boeing 747-200	B742
Boeing 747-300	B743
Boeing 747-400	B744
Boeing 747SP	B74S
Boeing 757	B757
Boeing 757-200	B752
Boeing 757-300	B753
Boeing 767	B767
Boeing 767-200	B762
Boeing 767-300	B763
Boeing 767-400	B764
Boeing 777	B777
Boeing 777-200	B772
Boeing 777-300	B773
Bombardier BD-700 Global Express	GLEX
Bombardier, Challenger 300	CL30
Britten-Norman, Turbine Islander	BN2T
Canadair CL-600 Challenger	CL60
Canadair RJ-100 Regional Jet	CRJ1
Canadair RJ-200 Regional Jet	CRJ2
Canadair RJ-700 Regional Jet	CRJ7
Canadair, Regional Jet CRJ-900	CRJ9
Cessna 172,P172,R172,Skyhawk	C172
Cessna 206	C206
Cessna 208 Caravan	C208
Cessna 340	C340
Cessna 401,402	C402
Cessna 421,Golden Eagle	C421
Cessna 441 Conquest,Conquest 2	C441
Cessna 500 Citation, Citation 1	C500
Cessna 501 Citation 1SP	C501
Cessna 525 CitationJet	C525
Cessna 550, 551	C550

Cessna 560 Citation 5	C560
Cessna 650 Citation 3/6/7	C650
Cessna, 210 Centurion	C210
Cessna, 404 Titan	C404
Cessna, 560xl Citation Excel	C56X
Cessna, 680 Citation Sovereign	C680
Cessna, 750 Citation 10	C750
Cessna, Citation CJ2	C25A
Cessna, Citation CJ3	C25B
Commander 500	AC50
Dassault Falcon 2000	F2TH
Dassault Falcon-Mystère 20/200	FA20
Dassault Falcon-Mystère 50	FA50
Dassault Falcon-Mystère 900	F900
DC-10	DC10
DC-8	DC8
DHC-6 Twin Otter	DHC6
DHC-7 Dash 7	DHC7
DHC-8 DASH 8	DHC8
DHC-8-100 Dash 8	DH8A
DHC-8-200 Dash 8	DH8B
DHC-8-300 Dash 8	DH8C
DHC-8-400 Dash 8	DH8D
Dornier 228	D228
Dornier 328	D328
Douglas DC-8-50, Jet Trader (EC-24)	DC85
Douglas DC-8-60	DC86
Douglas DC-8-70	DC87
Douglas DC-9-10	DC91
Douglas DC-9-30	DC93
Douglas DC-9-50	DC95
Embraer 170, 175	E170
Embraer 190, 195	E190
Embraer EMB-120 Brasilia	E120
Embraer EMB-145, ERJ-145	E145
Embraer ERJ-135	E135
Eurocopter AS-350/550 Ecureuil	AS50
Eurocopter AS-365/565 Dauphin2	AS65
Eurocopter, EC-120 Colibri	EC20
Eurocopter, EC-130	EC30
Eurocopter, EC-135	EC35
Fairchild Dornier 328JET, Envoy 3	J328
Fairchild SA-226TB,SA-227TT	SW3
Fairchild SA-226TC,SA-227AC/AT	SW4
Fairey BN-2A/B Islander	BN2P
Fokker 100	F100
Fokker 50,Maritime Enforcer	F50
Fokker 70	F70
Fokker F-27 Friendship	F27
Fokker F-28 Fellowship	F28
Gulfstream Aerospace, G-4/G-4X, G350, G400, G450	GLF4
Gulfstream Aerospace, G500, G550	GLF5
Gulfstream Aerospace, Gulfstream 3	GLF3

Gulfstream American, Gulfstream 2	GLF2
Gulfstream G-1159 3/4/5	GULF
Hawker Siddeley HS-748, BAe-748	A748
HS-125-1/2/3/400/600	H25A
HS-125-700	H25B
IAI 1124 Westwind, Sea Scan	WW24
IAI, Gulfstream G100 - IAI, Astra	ASTR
Ilyushin Il-62	IL62
Ilyushin Il-76/78, Gajraj	IL76
Ilyushin Il-86	IL86
Ilyushin Il-96	IL96
Kamov, KA-32, 31, 29, 28, 27	KA27
Learjet 25	LJ25
Learjet 31	LJ31
Learjet 35, 36	LJ35
Learjet 45	LJ45
Learjet 55	LJ55
Learjet 60	LJ60
LEARJET, 40	LJ40
Let L-410/420 Turbolet	L410
Lockheed C-130, AC-130, etc	C130
Lockheed Electra 1188	L188
Lockheed L-1011 TriStar	L101
MD Helicopters, MD-600N	MD60
MD-11	MD11
MD-81	MD81
MD-81/82/83/87/88	MD80
MD-82	MD82
MD-83	MD83
MD-87	MD87
MD-88	MD88
MD-90	MD90
Mitsubishi MU-2	MU2
P-68, P-68 Observer, Partenavia, Vulcanair, Taneja	P68
Piaggio P-180 Avanti	P180
Pilatus PC-12	PC12
Piper Cheyenne 2	PAY2
Piper Cheyenne 3	PAY3
Piper Cheyenne 400	PAY4
Piper PA-23-150/160 Apache	PA23
Piper PA-28 Cherokee	PA28
Piper PA-31/31P Navajo	PA31
Piper PA-32 Cherokee	PA32
Piper PA-34 Seneca	PA34
Piper PA-46 Malibu	PA46
Raytheon, 400 Beechjet	BE40
Raytheon, premier 1	PRM1
Robinson R-44	R44
Saab 2000	SB20
SAAB SF-340	SF34
Short 360	SH36
Sikorsky S-76, H-76, AUH-76	S76
Socata TBM-700	TBM7

Swearingen SA-26 Merlin 2	SW2
Tupolev Tu-154	T154
Tupolev Tu-204/214/224/234	T204
Yak-40	YK40
Yak-42/142	YK42

APPENDIX C

Operators inspected

Operator	ICAO Code
ABC HUNGARY	AHU
ABELAG AVIATION	AAB
ABS JETS	ABP
ACH HAMBURG GMBH	7AC
ACM AIR CHARTER GMBH	BVR
ACT HAVA YOLLARI	8CE
ACT HAVAYOLLARI AS	RUN
ACVILA AIR-ROMANIAN CARRIER	RRM
AD AVIATION LIMITED	VUE
ADAYA	8DK
ADRIA AIRWAYS	ADR
AEGEAN AVIATION	AEE
AER ARANN TEORANTA	REA
AER LINGUS TEORANTA	EIN
AERIAN TUR-M	MBV
AERO BUSINESS CHARTER BENSHEIM	GBJ
AERO CHARTER KRIFKA GMBH	KFK
AERO RENT, JOINT STOCK COMPANY	NRO
AERO SERVICES EXECUTIVE	BES
AERO TOY STORE	8EU
AERO VICS, SA DE CV	ARI
AERO-CHARTER UKRAINE LTD.	UCR
AERODIENST GMBH, NURNBURG	ADN
AERODYNAMICS MALAGA, S.L.	DNC
AEROFLOT - RUSSIAN INT. AIRL.	AFL
AEROFLOT DON/DONAVIA	DNV
AEROLANE-LINEAS AEREAS NACIONA	LNE
AEROLINEAS ARGENTINAS	ARG
AEROMEGA HELICOPTERS	8EQ
AERONAVES DEL NOROESTE	ENW
AERONORDGRUP	NRP
AERONOVA	OVA
AEROPORTUL INT'L MARCULESTI	AMM
AEROSTAR	UAR
AEROSVIT AIRLINES	AEW
AEROTRANSPORTES PRIVADOS SA DE	PRI
AEROVIAS DE MEXICO, S.A. DE CV	AMX
AEROVIS AIRLINERS LTD.	VIZ
AFRICAN AIR SOLUTION	8EL
AFRICAN AIRLINES CORPORATION	AAW
AFRICAN EXPRESS AIRWAYS	AXK
AFRICAN INTERNATIONAL AIRWAYS	AIN
AFRICAN SAFARI AIRWAYS LTD.	QSC
AFRIJET BUSINESS SERVICE	8ED
AIGLE AZUR	AAF
AIR ADRIATIC	AHR

Operator	ICAO Code
AIR ALGERIE	DAH
AIR ALPS AVIATION G.M.B.H.	LPV
AIR ALSIE A/S	MMD
AIR ARMENIA	ARR
AIR ASTANA	KZR
AIR ATLANTIQUE	AAG
Air Austral	REU
AIR BALEAR	ABH
AIR BALTIC CORPORATION SIA	BTI
AIR BERLIN, INC.	BER
AIR BOSNA	BON
AIR BOTNIA	KFB
AIR CAIRO	MSC
AIR CANADA	ACA
AIR CHINA	CCA
AIR COMET PLUS	MPD
AIR CONTRACTORS (IRELAND) LTD	ABR
AIR DOLOMITI	DLA
AIR ENTERPRISE PULKOVO	PLK
AIR EUROPA	AEA
AIR EXECUTIVE	JMS
AIR EXPRESS SWEDEN	ALQ
AIR EXPRESS SWEDEN AB	AEQ
AIR FRANCE	AFR
AIR GLACIERS SA	AGV
AIR GREENLAND A/S	GRL
AIR INDEPENDENCE LUFT.	JTV
AIR INDIA	AIC
AIR INVEST	8ET
AIR ITALY SPA	AEY
AIR JAMAICA	AJM
AIR LUXOR, LDA	LXR
AIR MADAGASCAR	MDG
AIR MADRID LINEAS AEREAS SA	DRD
AIR MALTA PLC	AMC
AIR MAURITANIE	MRT
AIR MAURITIUS LIMITED	MAU
AIR MEDICAL LTD	MCD
AIR MEDITERRANEE	BIE
AIR MEMPHIS	MHS
AIR MOLDOVA	MLD
AIR NATIONAL CORPORATE LTD	8FB
AIR NEW ZEALAND LTD.	ANZ
AIR NOSTRUM	2NO
AIR ONE	ADH
AIR PINK	8AM
AIR PRINT S.A.	APJ
AIR SAHARA	RSH
AIR SENEGAL INTERNATIONAL	SNG
AIR SERVICE LIEGE	ASL

Operator	ICAO Code
AIR SLOVAKIA BWJ LTD	SVK
AIR SOFIA	SFB
AIR TOMISKO	8FG
AIR TRAFFIC GMBH DUSSELDORF	ATJ
AIR TRANSAT	TSC
AIR TRANSPORT INTERNATIONAL	ATN
AIR URGA	URG
AIR VANUATU	AVN
AIR VIA	VIM
AIR ZENA	TGZ
AIR ZIMBABWE	AZW
AIRBORNE EXPRESS INC.	ABX
AIRCOMPANY KARAT	AKT
AIRCOMPANY TATARSTAN, OJSC	TAK
AIRCOMPANY YAKUTIA	SYL
AIRCRAFT MAINTENANCE COMPANY	AMV
AIRFIX AVIATION	FIX
AIRLINAIR SA	RLA
AIRLINES 400, JSC	VAZ
AIRLINK AIRWAYS	HYR
AIR-SERVICE-GABON	AGB
AIRTEX AVIATION	ACN
AIRTIME CHARTERS	IME
AIRWEST	AWZ
AIRX LIMITED	XAX
AIRX LTD	HOP
AJET AVIATION LTD	AJY
ALBANIAN AIRLINES MAK S.H.P.K.	LBC
ALBATROS AIRWAYS	LBW
ALEXANDAIR	AXN
ALIPARMA	PAJ
ALITALIA	AZA
ALITALIA EXPRESS	SMX
ALIVEN	LVN
ALL NIPPON AIRWAYS CO., LTD.	ANA
ALPI EAGLES SPA	ELG
ALPINE JET SERVICE	8ER
ALROSA-AVIA	LRO
AMBER AIR	GNT
AMERICAN AIRLINES INC.	AAL
AMERIFLIGHT, INC. (BURBANK)	AMF
AMERIJET INTERNATIONAL	AJT
ANTONOV DESIGN BUREAU	ADB
ARCUS-AIR-LOGISTIC GMBH	AZE
ARIANA AFGHAN AIRLINES	AFG
ARKEFLY	HXL
ARKESDEN AVIATION LTD	8DP
ARKIA ISRAEL INLAND AIRLINES	AIZ
ARMAVIA	RNV
ARTEM-AVIA	ABA

Operator	ICAO Code
ASIANA AIRLINES	AAR
ASTRAEUS LTD.	AEU
ATA-AEROCONDOR TRANSPORTES	ARD
ATLANTA	ABD
ATLANTIC AIR TRANSPORT	3AA
ATLANTIC AIRLINES	BJK
ATLANTIC AIRLINES LTD	ALH
ATLANTIC AIRWAYS FAROE ISLANDS	FLI
ATLANTIC EXPRESS/EOS AIRLINES	ESS
ATLANT-SOYUZ	AYZ
ATLAS AIR SERVICE	7AG
ATLAS AIR, INC. (JAMAICA, NY)	GTI
ATLAS BLUE	BMM
ATLAS INTERNATIONAL (TURKEY)	OGE
ATLASJET HAVACILIK AS	KKK
ATRAN-AVIATRANS CARGO AIRLINES	VAS
AUDELI AIR EXPRESS	ADI
AUGSBURG-AIRWAYS GMBH	AUB
AUGUSTA AIR LUFTFAHRTUNTERN.	AUF
AURELA	LSK
AURIGNY AIR SERVICES LTD.	AUR
AURORA AIRLINES, D.O.O.	URR
AUSTRIAN AIRLINES (AUA)	AUA
AVANTI AIR GMBH, BUDINGEN	EEX
AVCON, AVIATION CONSULTING LTD	VCN
AVIACON ZITOTRANS	AZS
AVIAL NV LTD, AVIATION COMPANY	NVI
AVIANCA (COLOMBIA).	AVA
AVIANT	UAK
AVIASTAR-TU CO.LTD	TUP
AVIAVILSA	LVR
AVIENT AVIATION	SMJ
AVIES	AIA
AVIONES DE ORIENTE, C.A.	ROI
AVIOSTART AS LTD	VSR
AXIS AIRWAYS	AXY
AZALAVIA-AZERBAIJAN HAVA YOL.	AHY
BAHREIN EX. AIR SERV. (BEXAIR)	BXA
BALTIMORE AIR TRANSPORT	BWE
BALTYKA LTD	BTK
BANCO SAFRA	1BS
BANGLADESH BIMAN	BBC
BELAIR AIRLINES AG	BHP
BELAVIA	BRU
BELLE AIR	LBV
BELL-VIEW AIRLINES LIMITED	BLV
BENAIR	BEI
BEST HAVAYOLLARI	BST
BH AIR	BGH
BIZAIR FLUGGESELLSCHAFT	BZA

Operator	ICAO Code
BLUE AIR-TRANSPORT AERIAN	JOR
BLUE ISLANDS	BCI
BLUE LINE	BLE
BLUE PANORAMA AIRLINES SPA	BPA
BLUE WING AIRLINES N.V.	BWI
BLUE WINGS AG, DUSSELDORF	BWG
BLUE1 OY, FINLAND	BLF
BLUEBIRD CARGO LTD	BBD
BOOKAJET	BOO
BRAATHENS ASA	BRA
BRA-TRANSPORTES AEREOS LTDA.	BRB
BRAVO AIRLINES	8FC
BRIGHT AVIATION SERVICES	BRW
BRITAIR S.A.	BZH
BRITANNIA AB	BLX
BRITANNIA AIRWAYS LTD.	BAL
BRITISH AIRWAYS	BAW
BRITISH MIDLAND AIRWAYS LTD.	BMA
BRITISH MIDLAND REGIONAL LTD	BMI
BRITISH REGIONAL AIRLINES LTD.	BRT
BRUSSELS INTERNATIONAL AIRL.	BXI
BUDAPEST AIR SERVICE LTD	BPS
BULGARIA AIR	LZB
BULGARIAN AIR CHARTER	BUC
BUSINESS WINGS LUFTFAHRTUNT.	8BV
BWIA WEST INDIES AIRWAYS LTD	BWA
C&M AVIATION (Butte, MT)	TIP
CABI	CBI
CABO VERDE EXPRESS	2CA
CAIRO AIR TRANSPORT COMPANY	CCE
CAMEROON AIRLINES	UYC
CAPITAL TRADING AVIATION LTD	EGL
CARGO AIRLINE AZERBAIJANHAVA	AHC
CARGOLUX AIRLINES INT.	CLX
CARIB AVIATION LTD	DEL
CARPATAIR S.A.	KRP
CASPIAN AIRLINES	CPN
CATAIR LINEAS AEREAS	CLI
CATHAY PACIFIC AIRWAYS LTD.	CPA
CCF MANAGER AIRLINE GMBH, KOLN	CCF
CEGA AVIATION LIMITED	CEG
CENTAVIA	CNA
CENTRAL WINGS	8EJ
CENTRE-AVIA AIRLINES, JSC	CVC
CENTURION AIR CARGO, INC.	CWC
CHALLENGE AIR LUFTVERKEHRS	CLS
CHANNEL EXPRESS (AIR SERVICES)	EXS
CHANTILLY AIR, INC (MANASSAS)	WML
CHARTER FLIGHTS CARIBBEAN INC.	YYY
CHC DENMARK APS	NBI

Operator	ICAO Code
CHINA AIRLINES	CAL
CHINA CARGO AIRLINES	CKK
CHINA EASTERN AIRLINES	CES
CHINA SOUTHERN AIRLINES	CSN
CIELOS DEL PERU	CIU
CIMBER AIR A/S	CIM
CIRRUS LUFTFAHRTGESELL. MBH	RUS
CITEL YNX	8FL
CITELYNX	8BQ
CITY AIRLINE AB	SDR
CITY STAR AIRLINES (LANDSFLUG)	ISL
CITYJET	BCY
CITYLINE HUNGARY LTD.	CNB
CLICKAIR	8FH
CLUB 328 LTD	SDJ
COAST AIR AS	CST
COMITEL, BEDARFSFLUGE KG	COE
COMLUX AVIATION AG	CLA
COMORES AVIATION	KMZ
COMP. HELICOPTEROS DEL SURESTE	HSE
CONDOR FLUGDIENST GMBH (FRA)	CFG
CONDOR FLUGDIENST GMBH (KELST)	CIB
CONTACTAIR GMBH	KIS
CONTINENTAL AIR LINES INC.	COA
CONVIASA	VCV
CORSE AIR INTERNATIONAL	CRL
CORSE-MEDITERRANEE, COMPAGNIE	CCM
COUGAR LEASING LTD (T/A FLY GL	GSM
CROATIA AIRLINES	CTN
CRONUS AIRLINES	CUS
CUBANA DE AVIACION S.A.	CUB
CYPRUS AIRWAYS LTD.	CYP
CZ AIRLINES, J.S.C.	OKC
CZECH AIRLINES J.S.C.	CSA
DAIMLER CHRYSLER AVIATION GMBH	DCS
DAIRO AIR SERVICES,LTD.	DSR
DANISH AIR TRANSPORT APS	DTR
DANU ORO TRANSPORTAS	DNU
DARWIN AIRLINE SA	DWT
DAS AIR CARGO	DAZ
DASNAIR SA	DGX
DBF AVIATION	8FJ
DELTA AIR LINES, INC.	DAL
DELTA AIR TRANSPORT NV	8EM
DENIM AIR	DNM
DEUTSCHE BA	BAG
DEUTSCHE LUFTHANSA, A.G.	DLH
DHL AIR LIMITED	DHK
DHL AIRWAYS, INC.	DHL
DNIEPROAVIA	UDN

Operator	ICAO Code
DOMINGUEZ TOLEDO (GR MAYORAL)	MYO
DOMODEDOVO AIRLINES	DMO
DONBASS-EASTERN UKRAINIAN	UDC
DRF DEUTSCHE RETTUNGSFLUGWACHT	AMB
DUBROVNIK AIRLINE D.O.O.	DBK
DUCAIR S.A.	DUK
DUNYAYA BAKIS HAVA TASIMACILIG	VVF
DYNAMIC JET TRAVEL	8FK
EAGLE AIR LTD A BERNE	EAB
EAGLE AVIATION FRANCE	EGN
EAST AFRICAN SAFARI AIR EXPRES	EXZ
EASTERN AIRWAYS (UK) LIMITED	EZE
EASY JET SWITZERLAND SA	EZS
EASYJET AIRLINES CO. LTD	EZY
EDELWEISS AIR AG	EDW
EDINBURGH AIR CHARTER LTD	EDC
EFD EISELE FLUGDIENST GMBH	EFD
EGYPT AIR	MSR
EIRJET LTD	EIR
EL AL - ISRAEL AIRLINES LTD.	ELY
ELBRUS AVIA AIR ENTERPRISE	NLK
EL-BURQA AIR TRANSPORT INC.	BRQ
ELIOSSOLA SRL	EOS
EMERALD AIRWAYS LIMITED	JEM
EMIRATES	UAE
ENIMEX LTD	ENI
ERITREAN AIRLINES	ERT
ESTONIAN AIR	ELL
ETHIOPIAN AIRLINES CORPORATION	ETH
ETIHAD AIRWAYS	ETD
EUROATLANTIC AIRWAYS	MMZ
EUROCYPRIA AIRLINES LIMITED	ECA
EUROFLY S.P.A.	EEZ
EUROFLY SERVICE	EEU
EUROJET AVIATION LTD	GOJ
EUROJET ITALIA	ERJ
EUROJET LIMITED	JLN
EUROJET ROMANIA	8SE
EUROLOT S.A.	ELO
EUROMANX AIRWAYS GMBH	EMX
EUROPE AIRPOST	FPO
EUROPEAN 2000 AIRLINES LTD	EUT
EUROPEAN AIR EXPRESS	EAL
EUROPEAN AIR TRANSPORT	BCS
EUROPEAN AVIATION AIR CHARTER	EAF
EUROPEAN FLIGHT SERVICES	8DW
EUROWINGS AG, NURNBERG	EWG
EUROWINGS FLUG GMBH, DORTMUND	EWF
EVA AIRWAYS CORPORATION	EVA
EVERGREEN INTERNATIONAL AIRL.	EIA

Operator	ICAO Code
EXCEL AVIATION LIMITED	XLA
EXCELLENT AIR GMBH	GZA
EXECAIRE AVIATION LTD	EXA
EXECUJET SCANDINAVIA A/S	VMP
EXECUTIVE AEROSPACE (PTY) LTD	EAS
EXECUTIVE AIRLINES S.L.	EXU
EXECUTIVE AVIATION SERVICES	JTR
EXECUTIVE JET CHARTER LIMITED	EXJ
EXIN	EXN
FAI AIRSERVICE, NURNBERG	IFA
FALCON AIR AB	FCN
FARNAIR SWITZERLAND AG	FAT
FARNER HUNGARY LTD	FAH
FEDERAL EXPRESS CORPORATION	FDX
FINNAIR OYJ	FIN
FIRST AIR (BRADLEY SCHEDULED)	FAB
FIRST CHOICE AIRWAYS	FCA
FLIGHT PRECISION LTD	CLB
FLIGHTLINE	FLT
FLM AVIATION MOHRDIECK GMBH	FKI
FLORIDA WEST AIRLINES	FWL
FLUGBEREITSCHAFT	8DR
FLUGFELAG ISLANDS, AIR ICELAND	FXI
FLY AIR	FLM
FLY INTERNATIONAL AIRWAYS	NVJ
FLY ME SWEDEN AB	FLY
FLY POINT FLUGSERVICE	8SD
FLYBABOO SA	BBO
FLYBE JERSEY EUROPEAN	BEE
FLYING DEVIL	8FF
FLYING SERVICE	FYG
FLYJET LTD.	FJE
FOCUS AIR	8CD
FOXAIR	FXR
FOXAIR GMBH, AUGSBURG	FUP
FREE BIRD AIRLINES	FHY
FUTURA	FUA
FUTURA INT'L AIRWAYS, SA	FUA
G5 EXECUTIVE AG	EXH
GAMA AVIATION LTD	GMA
GAZPROMAVIA	GZP
GB AIRWAYS LTD	GBL
GEMINI AIR CARGO, LLC	GCO
GENEX LTD	GNX
GEORGIAN AIRLINES	GEG
GEORGIAN AIRWAYS	TGZ
GEORGIAN NATIONAL AIRLINES	GFG
GERMANIA FLUGGESELLSCHAFT KOLN	GMI
GERMANWINGS GMBH	GWI
GESTAIR EXECUTIVE JET	GES

Operator	ICAO Code
GESTION AEREA AJECUTIVA S.L.	GJT
GLOBAL GEORGIAN AIRWAYS	GGZ
GLOBAL JET	7GJ
GLOBAL JET AUSTRIA	GLJ
GLOBAL JET LUXEMBOURG	SVW
GLOBAL SUPPLY SYSTEMS LTD.	GSS
GLOBE JET S.A.L.	GJA
GOLD AIR INTERNATIONAL LIMITED	GDA
GOLDECK FLUG GMBH	GDK
GOLDEN AIR FLYG AB	GAO
GOMEL AIRLINES	GOM
GOUDEN AREND	8EC
GREECE AIRWAYS	GRE
GROMOV AIR, JSC	GAI
GROSSMANN AIR SERVICE	HTG
GROSSMANN JET SERVICE	GSJ
GUARD SYSTEMS ASA	GSY
GULF AIR	GFA
GULF AIR BAHRAIN B.S.C.	GBA
HAINAN AIRLINES	CHH
HAMBURG INTERNATIONAL LUFTV.	HHI
HANG KHONG VIET NAM	HVN
HAPAG LLOYD EXPRESS GMBH	HLX
HAPAG LLOYD FLUGGESELLSCHAFT	HLF
HAZOVATO	8DX
HELI AIR SERVICES	HLR
HELI ALPES	8DL
HELI TRANSAIR	8DQ
HELI-AIR-MONACO	MCM
HELICOPTER TRAVEL MUNICH	8EP
HELIOS AIRWAYS LTD.	HCY
HELISTAR	8EX
HELI-VIP	8FN
HELLAS JET	HEJ
HELLO AG	FHE
HELVETIC AIRWAYS AG	OAW
HEMUS AIR	HMS
HEWA BORA AIRWAYS	ALX
HEX'AIR	HER
HOLA AIRLINES	HOA
HONG KONG DRAGON AIRLINES	HDA
HOZU-AVIA	OZU
I.J.M. INTERNATIONAL JET MANAG	IJM
IBERIA	IBE
IBERWORLD	IWD
ICELANDAIR	ICE
IMAIR	ITX
INTER EXPRESS AIRLINES	INX
INTERJET (GREECE)	INJ
INTERNATIONAL BUSINESS AIR	IBZ

Operator	ICAO Code
INTERSKY LUFTFAHRT GMBH	ISK
INTERSTATE AIRLINES B.V.	FWA
INTERSTATE E L INC/SWIFT AIR	SWQ
IRAN NAT. AIRLINES (IRAN AIR)	IRA
IRANAIR TOURS CO.	IRB
ISD AVIA LTD	ISD
ISRAIR	ISR
ITALI AIRLINES SRL	ACL
JADE CARGO INTERNATIONAL	JAE
JAMAHIRIYA LIBYAN ARAB AIRL.	LAA
JAPAN AIR LINES COMPANY, LTD.	JAL
JAT AIRWAYS	JAT
JET 2000	JTT
JET AVIATION, BUSINESS JETS AG	PJS
JET CONNECTION	JCX
JET EXECUTIVE INT'L CHARTER	JEI
JET LINE INTERNATIONAL LTD.	MJL
JET MANAGEMENT-EUROPE BV	7JM
JET SERVICE SP	JDI
JET STREAM	8CM
JET2.COM	8BL
JET2.COM LTD	EXS
JET4YOU	8DT
JETAIRFLY	JAF
JETALLIANCE AG	JAG
JETALLIANCE FLUGBETRIEBS AG	JAF
JETCLUB LIMITED	JCS
JETFLITE OY, FINLAND	JEF
JETFLY AVIATION	8BW
JETRAN AIR SRL	MDJ
JETX AIRLINES LTD	JXX
JOB AIR	JBR
JOHNSONS AIR LIMITED	JON
JORDAN AVIATION	JAV
JORDAN AVIATION AIRCHARTER	JAV
K.S. AVIA	KSA
KALININGRADAVIA, OJSC	KNI
KALITTA AIR, LLC	CKS
KARTHAGO AIRLINES	KAJ
KAVMINVODYAVIA	MVD
KD AVIA OPEN JOINT STOCK CO.	8DJ
KD AVIA, OJSC	KNI
KENYA AIRWAYS LTD.	KQA
KHORS AIRCOMPANY	KHO
KIBRIS TURK HAVA YOLLARI LTD.	KYV
KINGFISHER AIR SERVICES	BEZ
KLM CITYHOPPER BV	KLC
KLM ROYAL DUTCH AIRLINES	KLM
KNUTTI	8DN
KOMIINTERAVIA	KMV

Operator	ICAO Code
KOREAN AIR LINES CO., LTD.	KAL
KOSMAS AIR	KMG
KOSMOS	KSM
KRASNOJARSKY AIRLINES	KJC
KUBAN AIRLINES	KIL
KUWAIT AIRWAYS CORPORATION	KAC
L T E INTERNATIONAL AIRWAYS	LTE
LAN CHILE CARGO	LCO
LAN -LINEA AEREA NAC. DE CHILE	LAN
LATCHARTER	LTC
LAUDA AIR	LDA
LAUDA AIR ITALY	LDI
LEEWARD ISLANDS AIR TRANSPORT	LIA
LIBERIA AIRWAYS, INC.	LBA
LIBYAN ARAB CO. FOR AIR CARGO	LCR
LINEAS AEREAS ALAIRE, S.L.	ALR
LINEAS AEREAS SURAMERICANAS	LAU
LINXAIR BUSINESS AIRLINES	8EF
LITHUANIAN AIRLINES	LIL
LIVINGSTON S.P.A.	LVG
LONDON EXECUTIVE AVIATION LTD	LNK
LOT - POLSKIE LINIE LOTNICZE	LOT
LOTUS AIRLINE	TAS
LTU LUFTTRANSPORT-UNTERNEHMEN	LTU
LUFTHANSA CITYLINE	CLH
LUFTTRANSPORT A/S	LTR
LUFTVERKEHR FRIESLAND BRUNZEMA	LFH
LUKOIL-AVIA	LUK
LUXAIR	LGL
LUXOR AIR	LXO
LUZAIR	LUZ
LVOV AIRLINES	UKW
MACEDONIAN AIRLINES (FYROM)	MAK
MACEDONIAN AIRLINES (GREECE)	MCS
MAERSK AIR I/S (DENMARK)	DAN
MAERSK AIR LTD. (UK)	MSK
MAHAN AIR	IRM
MALAYSIAN AIRLINES SYSTEM	MAS
MALEV - HUNGARIAN AIRLINES	MAH
MALIBU WINGS	8DO
MALMO AVIATION AB	SCW
MANHATTAN AIR LIMITED	MHN
MAP-MANAGEMENT & PLANUNG GMBH	MPJ
MARSHALL AEROSPACE	MCE
MARTINAIR HOLLAND N.V.	MPH
MAS AIRWAYS LTD	WMT
MASTER AIRWAYS	8ES
MASTERJET, AVIACAO EXECUTIVA	LMJ
MAX AVIA	MAI
MAXJET AIRWAYS	MXJ

Operator	ICAO Code
MC AVIATION	8FI
MENA JET	MNJ
MENEKSE HAVACILIK	8EY
MERAVO HELICOPTERS	8EO
MERIDIANA SPA	ISS
MIA AIRLINES	8CB
MIAMI AIR INTERNATIONAL INC.	BSK
MIDDLE EAST AIRLINES	MEA
MINILINER SRL	MNL
MK AIRLINE LTD	MKA
MNG HAVAYOLLARI VE TASIMACILIK	MNB
MOLDAVIAN AIRLINES	MDV
MONARCH AIRLINES LTD.	MON
MONTENEGRO AIRLINES	MGX
MOTOR SICH	MSI
MOUNTAIN AIR CARGO, INC.	MTN
MSR FLUG-CHARTER GMBH, GREVEN	EBF
MUSTIQUE AIRWAYS	MAW
MY WAY AIRLINES SRL	MYW
MYTRAVEL AIRWAYS (UK)	MYT
MYTRAVEL AIRWAYS A/S	VKG
NEBULA LTD	8DI
NEOS SPA	NOS
NETJETS AVIATION, INC.	EJA
NETJETS, TRANSPORTES AEREOS	NJE
NIPPON CARGO AIRLINES CO.	NCA
NL LUFTFAHRT GMBH	NLY
NOBILAIR	NBL
NOMADS TRAVEL CLUB	2NT
NOORDZEE HELICOPTER	8EN
NORD-FLYG AB	NEF
NORDIC AIRLINK	NDC
NORDIC REGIONAL AB	NRD
NORDIC SOLUTION	8DF
NORTH AMERICAN AIRLINES	NAO
NORTH FLYING A/S	NFA
NORTHERN EXECUTIVE AVIATION	NEX
NORTHWEST AIRLINES INC.	NWA
NORWEGIAN AIR SHUTTLE AS	NAX
NOUVEL AIR TUNISIE	LBT
NOUVELLE AIR IVOIRE	VUN
NOVA AIRLINES AB	NVR
NOVAIR - AVIACAO GERAL, S.A.	NOP
OCEAN AIRLINES	VCX
OHLAIR CHARTERFLUG	8FD
OLYMPIC AIRLINES SA	OAL
OLYMPIC AIRWAYS S.A.	OAL
OLYMPIC AVIATION S.A.	OLY
OMNI - AVIACAO E TECNOLOGIA	OAV
OMNI AIR EXPRESS, INC. (TULSA)	OAE

Operator	ICAO Code
ONUR HAVA TASIMACILIK AWMS	OHY
OSTFRIESISCHE LUFTTRANSPORT	OLT
OXAERO	OXE
OY AIR FINLAND LTD. FINLAND	FIF
PAKISTAN INT. AIRLINES (PIA)	PIA
PEGASUS HAVA TASIMACILIGI	PGT
PEL AIR	8CW
PETROFF AIR	8PA
PHOENIX AIR GROUP, INC (CARTER	PHA
PIEDMONT AVIATION SERVICES INC	PCE
PLUNA	PUA
PODILIA-AVIA	PDA
POLET	POT
PORTUGALIA	PGA
PREMIER JETS	8DS
Premium Aviation	PMU
PRINCE AVIATION	8EG
PRINCIPAL AIR SERVICES	8AB
PRIVAT AIR SA	PTI
PRIVATAIR GMBH, DUSSELDORF	PTG
PRIVATE FLIGHT	ZZZ
PRIVATE LT FLIGHT	8EH
PRIVATE SV FLIGHT	8CS
PRIVATE TT FLIGHT	8DG
PRIVATE US FLIGHT	8CT
PRIVATE WINGS FLUGCHARTER	PWF
PSKOV STATE AVIATION ENT.	PSW
PULLMANTUR AIR	PLM
QANTAS AIRWAYS LIMITED	QFA
QATAR AIRWAYS COMPANY	QTR
QUICK AIR JET CHARTER GMBH	QAJ
RAF-AVIA	MTL
RATH AVIATION GMBH	RAQ
REEM AIR	REK
REGIONAL AIR EXPRESS GMBH	REW
REGIONAL AIR LINES (MOROCCO)	RGL
REGIONAL AIRLINES (FRANCE)	RGI
REGIONAL LINEAS AEREAS (SPAIN)	RGN
REGIONAL, COMP. AERIENNE EURO.	RAE
RIVNE UNIVERSAL AVIA	UNR
ROMAVIA	RMV
ROYAL AIR MAROC	RAM
ROYAL AVIATION EXPRESS	8DB
ROYAL JET	ROJ
ROYAL JORDANIAN	RJA
RUSSIAN SKY AIRLINES	ESL
RYAN AVIATION CORPORATION	RYN
RYANAIR	RYP
SABTA BARBARA AIRLINES, C.A.	BBR
SAGA HAVA TASIMACILIK A.S.	SGX

Operator	ICAO Code
S-AIR, PRIV. JOINT-STOCK AV. C	RLS
SAMARA	BRZ
SAMSUNG AEROSPACE	8BE
SAS BRAATHENS AS	CNO
SATA INTERNACIONAL	RZO
SAUDI ARABIAN AIRLINES	SVA
SCANDINAVIAN AIRLINES SYSTEM	SAS
SENATOR AVIATION CHARTER	SNA
SERVAIR, PRIVATE CHARTER AG	SWZ
SEVERSTAL, AIRCOMPANY LTD	SSF
SHANGHAI AIRLINES	CSH
SHOVKOVYIY SHLYAH LTD.	SWW
SIBERIA AIRLINES	SBI
SILESIA AIR J.S.C.	SUA
SILK WAY AIRLINES	AZQ
SILVER AIR LTD	SLD
SINGAPORE AIRLINES LIMITED	SIA
SIXCARGO S.P.A.	ISG
SKORPION AIR	SPN
SKY AIRLINES	SHY
SKY EUROPE AIRLINES HUNGARY	HSK
SKY EXPRESS SP, Z.O.O.	SXP
SKY SERVICE	SKS
Sky Service Aviation	8SB
SKY SERVICE AVIATION INC.	8EW
SKY WINGS	8EK
SKYDRIFT LTD	SDL
SKYEUROPE AIRLINES, A.S.	ESK
SKYLINE AVIATION	7SK
SKYSERVICE AVIATION, S.L.	SKT
SKYSERVICE F.B.O. INC.	SSV
SKYTAXI LTD	IGA
SKYWAY ENTERPRISES, INC	SKZ
SKYWAYS EXPRESS AB	SKX
SKYWORK SA	SRK
SLAM LAVORI AERI	8DY
SLOVAK AIRLINES	SLL
SN BRUSSELS AIRLINES	DAT
SOKO AVIATION, SL	OKT
SOLID AIR BV	SOX
SOLINAIR LTD	SOP
SONNIG SA	ONG
SOUTH AFRICAN AIRWAYS (SAA)	SAA
SPANAIR	JKK
SPEEDWINGS SA	SPW
SRILANKAN AIRLINES	ALK
ST. VINCENT GRENADINES AIR	SVD
STAR AIR A/S	SRR
STAR EUROPE	SEU
STAR LET	8EI

Operator	ICAO Code
STAR XL GERMAN AIRLINES GMBH	GXL
STATE AIR COMPANY BERKUT	BEC
STATE TRANSPORT COMPANY RUSSIA	SDM
STATE UNITARY AIR ENTERPRISE	SUM
STELLA AVIATION	STJ
STERLING AIRLINES A/S	SNB
STERLING BLUE	8EB
STERLING EUROPEAN AIRLINES A/S	SNB
STYRIAN AIRWAYS GMBH	STY
SUCKLING AIRWAYS	SAY
SUN COUNTRY AIRLINES, INC.	SCX
SUN-AIR OF SCANDINAVIA A/S	SUS
SUNDOR INT. AIR SERVICES	ERO
SUNEXPRESS -GUNES EKSPRES HAV.	SXS
SUNWING AIRLINES INC.	SWG
SURINAAMSE LUCHTVAART MAATS.	SLM
SWEDEWAYS AB	SWE
SWIFTAIR S.A.	SWT
SWISS AIR-AMBULANCE LTD.	SAZ
SWISS EUROPEAN AIR LINES LTD	SWU
SWISS INTERNATIONAL AIR LINES	CRX
SWISS INTERNATIONAL AIR LINES	SWR
SYNERGY AVIATION LTD	SYG
SYRIAN ARAB AIRLINES	SYR
TAAG, LINHAS AEREAS DE ANGOLA	DTA
TACV -TRANS. AEREOS CABO VERDE	TCV
TAES	ESS
TAF HELICOPTERS SA	HET
TAF-LINHAS AEREAS S.A.	TSD
TAG AVIATION S.A.	FPG
TAG AVIATION UK LTD	VIP
TAG AVIATION USA	TAG
TAM - LINHAS AEREAS S.A.	TAM
TARHAN TOWER AIRLINES	TTH
TAROM, ROMANIAN AIR TRANSPORT	ROT
TESIS	TIS
THAI AIRWAYS INTERNATIONAL	THA
THOMAS COOK AIRLINES	TCX
THOMAS COOK AIRLINES BELGIUM	TCW
THOMSONFLY	TOM
TIRAMAVIA LTD	TVI
TITAN AIRWAYS LTD	AWC
TNT AIRWAYS S.A.	TAY
TNT INTERNATIONAL AVIATION	NTR
TRADE AIR	TDR
TRANSAERO AIRLINES	TSO
TRANSAVIA HOLLAND B.V.	TRA
TRANSAVIABALTIKA	KTB
TRANSAVIAEXPORT	TXC
TRANSPORTES AEREOS PORTUGUESES	TAP

Operator	ICAO Code
TRANSWEDE AIRWAYS AB	TWE
TRAVEL SERVICE LTD (HUNGARY)	TVL
TRAVEL SERVIS (CZECH REP.)	TVS
TRIAIR (BERMUDA) LTD	8EV
TRIPLE ALPHA LUFTFAHRTGESELLS.	CLU
TRISTAR AIR	TSY
TUI AIRLINES BELGIUM	TUB
TUI AIRLINES NEDERLAND BV	TFL
TUIFLY NORDIC AB	BLX
TULPAR	TUL
TUNINTER	TUI
TUNIS AIR	TAR
TURISTIK HAVA TASIMACILIK AS	CAI
TURKISH AIRLINES-TURK HAVA YO.	THY
TURKMENHOVAYOLLARY	TUA
TWIN JET	TJT
TWINJET AIRCRAFT LTD.	TWJ
TYROLEAN AIR AMBULANCE GMBH	TYW
TYROLEAN AIRWAYS	TYR
TYROLEAN JET SERVICE	TJS
UKRAINE CARGO AIRWAYS	UKS
UKRAINE INTERNATIONAL AIRLINES	AUI
UKRAINE MEDITERRANEAN AIRLINES	UKM
UNITED AIR LINES INC.	UAL
UNITED ARABIAN AIRLINES	UAB
UNITED PARCEL SERVICE COMPANY	UPS
UNIVERSAL AVIA	HBU
URAL AIRLINES	SVR
US AIRWAYS	USA
UTAIR AVIATION	UTA
UZBEKISTAN AIRWAYS-HAVO JUL.	UZB
VAN AIR EUROPE	8FO
VARIG LOGISTICA S.A.	VLO
VARIG -VIACAO AEREA RIO-GRAND.	VRG
VEGA AIRLINES	VEA
VIAGGIO AIR	VOA
VIBROAIR FLUGSERVICE GMBH	VIB
VIKING AIRLINES AB	VIK
VIM AVIA	MOV
VIRGIN ATLANTIC	VIR
VIRGIN EXPRESS	VEX
VLAAMSE LUCHTTRANSPORTMAATSCH.	VLM
VOLARE AIRLINES (ITALY)	VLE
VOLARE AVIATION ENT. (UKRAINE)	VRE
VOLARE SPA	VLE
VOLARIS	VOI
VOLGA-DNEPR	VDA
VON MEISTER	8EE
VUELING AIRLINES	VLG
WASSERSTEIN INVESTMENTS AVV	8EZ

Operator	ICAO Code
WDL AVIATION (KOLN)	WDL
WELCOME AIR LUFTFAHRT	WLC
WEST AIR LUXEMBOURG S.A.	WLX
WEST AIR SWEDEN AB	SWN
WESTAVIA	2WA
WHITE EAGLE AVIATION LTD	WEA
WIDEROE'S FLYVESELSKAP A/S	WIF
WIND JET S.P.A.	JET
WINDROSE AIR, BERLIN	QGA
WINDWARD ISLANDS AIRWAYS INT.	WIA
WIZZ AIR BULGARIA	8DU
WIZZ AIR HUNGARY LTD.	WZZ
WORLD AIRWAYS INC.	WOA
XCLUSIVE JETS	XJC
YEMENIA, YEMEN AIRWAYS	IYE
YES - LINHAS AEREAS CHARTER	YSS
ZOOM AIRLINES INC.	OOM
ZOREX S.A.	ORZ

APPENDIX D

Results of inspections per inspection item

Inspection item	Description	No. inspections (III)	No. findings (F)	F/III
A.Flight Deck/General	A01 General Condition	6105	170	0.028
	A02 Emergency Exit	5273	10	0.002
	A03 Equipment	4989	185	0.037
Documentation	A04 Manuals	4600	513	0.112
	A05 Checklists	4471	131	0.029
	A06 Radio Navigation Charts	5041	408	0.081
	A07 Minimum Equipment List	5152	680	0.132
	A08 Certificate of registration	6637	64	0.010
	A09 Noise certificate (where applicable)	6414	69	0.011
	A10 AOC or equivalent	6375	195	0.031
	A11 Radio licence	6556	106	0.016
	A12 Certificate of Airworthiness	6651	49	0.007
Flight data	A13 Flight preparation	5007	502	0.100
	A14 Weight and balance sheet	4436	276	0.062
Safety Equipment	A15 Hand fire extinguishers	5308	153	0.029
	A16 Life jackets / flotation device	4921	135	0.027
	A17 Harness	5175	44	0.009
	A18 Oxygen equipment	4917	69	0.014
	A19 Flash Light	4731	89	0.019
Flight Crew	A20 Flight crew licence	6187	241	0.039
Journey Log Book / Technical Log or equivalent	A21 Journey Log Book, or equivalent	5263	114	0.022
	A22 Maintenance release	5168	57	0.011
	A23 Defect notification and rectification (incl. Tech Log)	5295	280	0.053
	A24 Preflight inspection	4808	60	0.012
B. Safety / Cabin	B01 General Internal Condition	5269	582	0.110
	B02 Cabin Attendant's station and crew rest area	4337	159	0.037
	B03 First Aid Kit/ Emergency medical kit	4390	343	0.078
	B04 Hand fire extinguishers	4468	231	0.052
	B05 Life jackets / Flotation devices	4283	214	0.050

	B06 Seat belts	4545	146	0.032
	B07 Emergency exit, lighting and marking, torches	4431	396	0.089
	B08 Slides /Life-Rafts (as required)	3596	108	0.030
	B09 Oxygen Supply (Cabin Crew and Passengers)	4001	529	0.132
	B10 Safety Instructions	4330	157	0.036
	B11 Cabin crew members	3463	51	0.015
	B12 Access to emergency exits	4452	209	0.047
	B13 Safety of passenger baggages	2445	50	0.020
	B14 Seat capacity	2667	5	0.002
C. Aircraft Condition	C01 General external condition	6786	1436	0.212
	C02 Doors and hatches	6122	122	0.020
	C03 Flight controls	6050	114	0.019
	C04 Wheels, tyres and brakes	6285	327	0.052
	C05 Undercarriage	6105	353	0.058
	C06 Wheel well	5853	370	0.063
	C07 Powerplant and pylon	5947	457	0.077
	C08 Fan blades	5057	32	0.006
	C09 Propellers	780	20	0.026
	C10 Obvious repairs	5813	101	0.017
	C11 Obvious unrepaired damage	5717	104	0.018
	C12 Leakage	6008	434	0.072
D. Cargo	D01 General condition of cargo compartment	3994	293	0.073
	D02 Dangerous Goods	644	49	0.076
	D03 Safety of cargo on board	2102	304	0.145
E. General	E01 General	1104	185	0.168

APPENDIX E

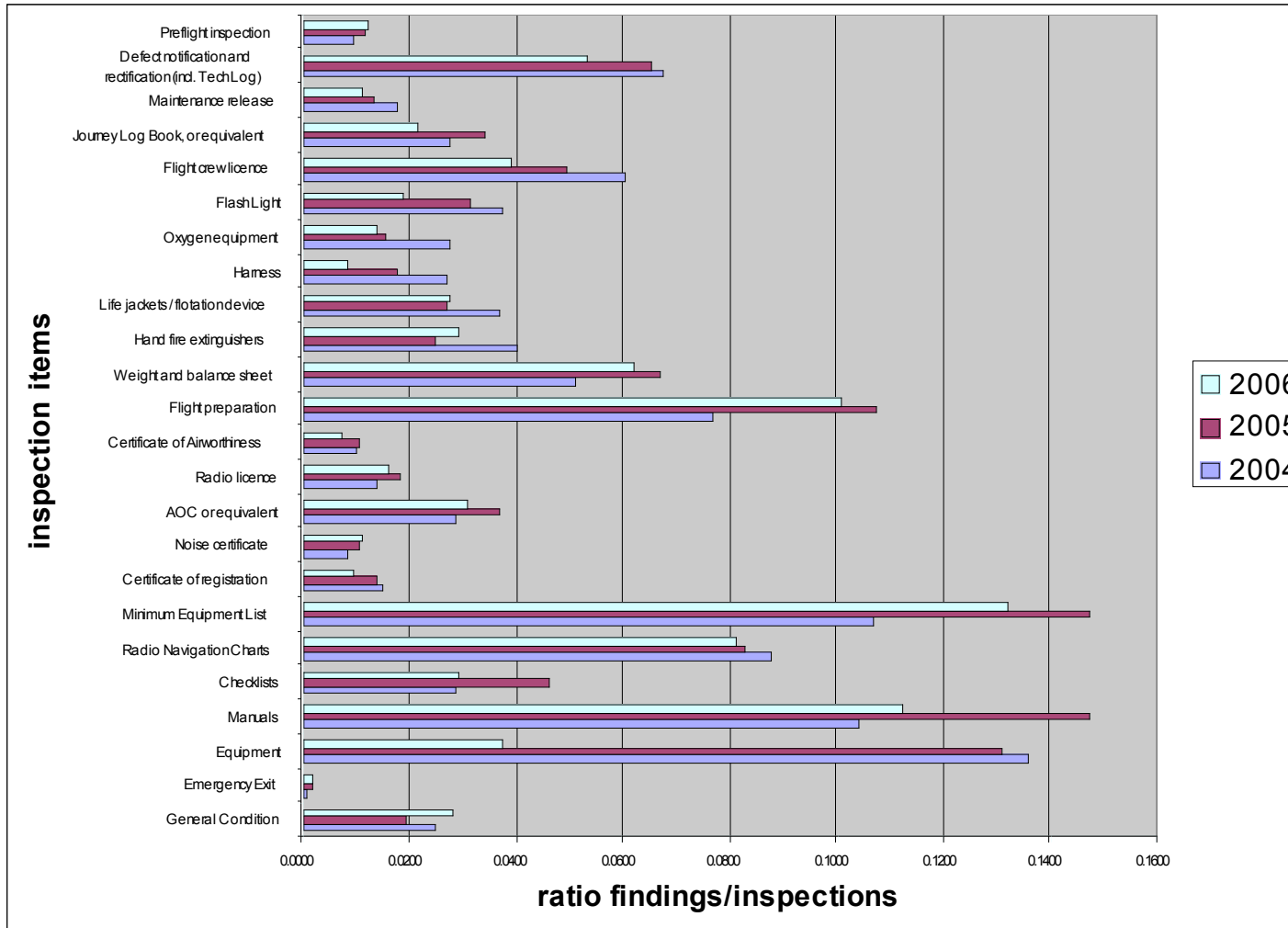
Results of inspections per inspection item per year

Item	Description	Year						
		2000	2001	2002	2003	2004	2005	2006
		F/III	F/III	F/III	F/III	F/III	F/III	F/III
A01	General Condition	0,0121	0,0241	0,0125	0,0199	0,0250	0.0194	0.0278
A02	Emergency Exit	0,0006	0,0029	0,0005	0,0037	0,0010	0.0016	0.0019
A03	Equipment	0,0667	0,0706	0,0999	0,0656	0,1356	0.1307	0.0371
A04	Manuals	0,0559	0,0467	0,0562	0,0462	0,1041	0.1473	0.1115
A05	Checklists	0,0313	0,0331	0,0249	0,0211	0,0284	0.0458	0.0293
A06	Radio Navigation Charts	0,0376	0,0695	0,0668	0,0702	0,0877	0.0828	0.0809
A07	Minimum Equipment List	0,0690	0,0934	0,0619	0,0609	0,1066	0.1474	0.1320
A08	Certificate of registration	0,0140	0,0145	0,0078	0,0104	0,0148	0.0140	0.0096
A09	Noise certificate	0,0172	0,0162	0,0090	0,0140	0,0083	0.0104	0.0108
A10	AOC or equivalent	0,0363	0,0268	0,0271	0,0224	0,0288	0.0366	0.0306
A11	Radio licence	0,0141	0,0171	0,0340	0,0173	0,0139	0.0181	0.0162
A12	Certificate of Airworthiness	0,0129	0,0186	0,0114	0,0111	0,0098	0.0107	0.0074
A13	Flight preparation	0,0485	0,0721	0,0733	0,0590	0,0768	0.1074	0.1003
A14	Weight and balance sheet	0,0543	0,0620	0,0573	0,0450	0,0513	0.0671	0.0622
A15	Hand fire extinguishers	0,0233	0,0165	0,0246	0,0250	0,0402	0.0250	0.0288
A16	Life jackets / flotation device	0,0227	0,0274	0,0144	0,0244	0,0367	0.0269	0.0274
A17	Harness	0,0251	0,0514	0,0399	0,0302	0,0268	0.0176	0.0085
A18	Oxygen equipment	0,0137	0,0389	0,0362	0,0410	0,0275	0.0154	0.0140
A19	Flash Light	0,0421	0,0419	0,0339	0,0274	0,0373	0.0311	0.0188
A20	Flight crew licence	0,0537	0,0511	0,0415	0,0421	0,0605	0.0496	0.0390
A21	Journey Log Book, or equivalent	0,0124	0,0189	0,0134	0,0165	0,0274	0.0341	0.0217
A22	Maintenance release	0,0201	0,0171	0,0191	0,0146	0,0179	0.0134	0.0110
A23	Defect notification and rectification (incl. Tech Log)	0,0528	0,0574	0,0462	0,0407	0,0672	0.0653	0.0529
A24	Preflight inspection	0,0100	0,0050	0,0052	0,0094	0,0095	0.0116	0.0125
B01	General Internal Condition	0,0534	0,0456	0,0483	0,0476	0,0554	0.0435	0.1105
B02	Cabin Attendant's station and crew rest area	0,0254	0,0295	0,0263	0,0318	0,0509	0.0408	0.0367
B03	First Aid Kit/ Emergency medical kit	0,0555	0,0547	0,0491	0,0506	0,0479	0.0517	0.0781
B04	Hand fire extinguishers	0,0242	0,0218	0,0197	0,0290	0,0387	0.0345	0.0517
B05	Life jackets / Flotation devices	0,0351	0,0360	0,0233	0,0314	0,0391	0.0321	0.0500
B06	Seat belts	0,0155	0,0101	0,0139	0,0159	0,0128	0.0119	0.0321

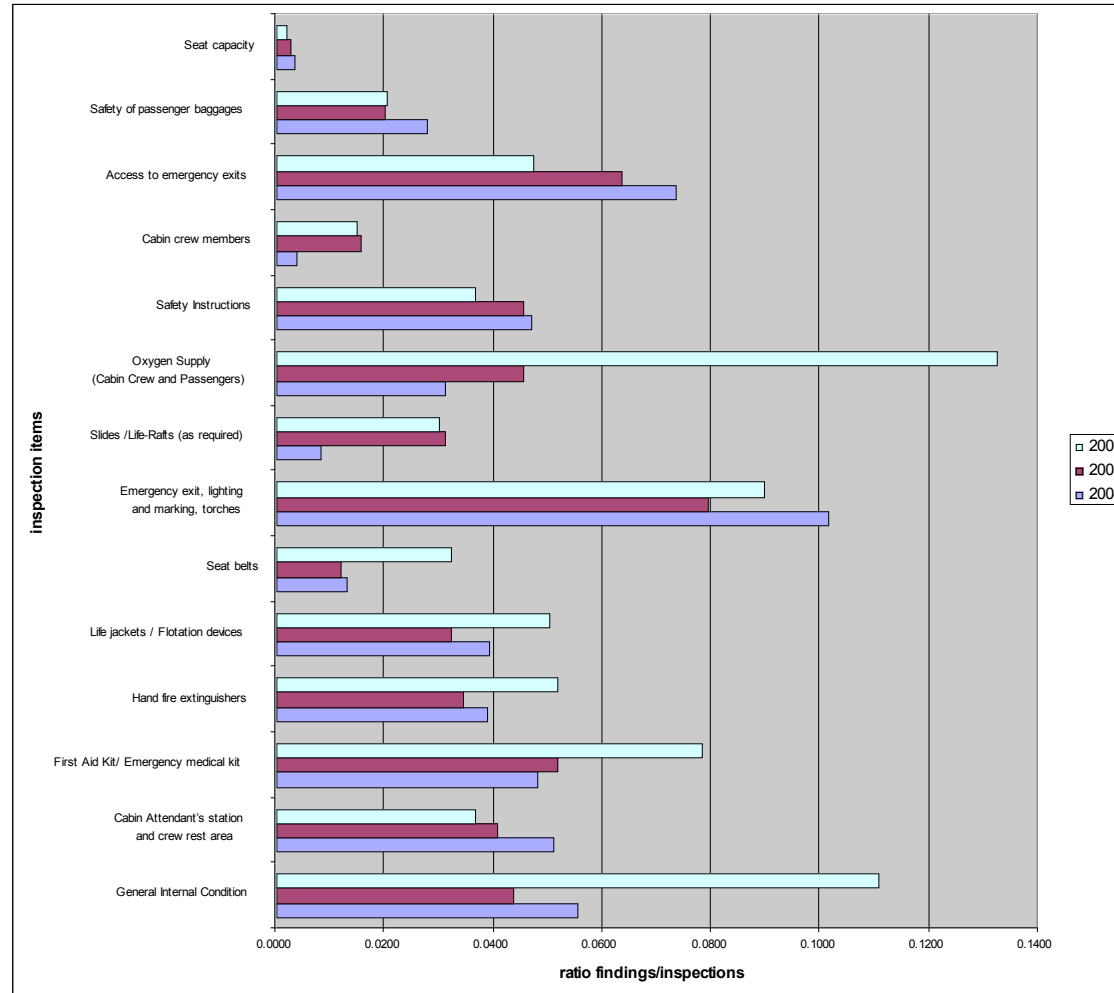
		Year						
		2000	2001	2002	2003	2004	2005	2006
Item	Description	F/III	F/III	F/III	F/III	F/III	F/III	F/III
B07	Emergency exit, lighting and marking, torches	0,0672	0,0850	0,0927	0,0933	0,1015	0.0794	0.0894
B08	Slides /Life-Rafts (as required)	0,0156	0,0187	0,0107	0,0152	0,0082	0.0311	0.0300
B09	Oxygen Supply (Cabin Crew and Passengers)	0,0298	0,0263	0,0239	0,0367	0,0310	0.0454	0.1322
B10	Safety Instructions	0,0305	0,0486	0,0381	0,0440	0,0469	0.0453	0.0363
B11	Cabin crew members	0,0008	0,0035	0,0008	0,0044	0,0037	0.0156	0.0147
B12	Access to emergency exits	0,0325	0,0307	0,0370	0,0545	0,0735	0.0635	0.0469
B13	Safety of passenger baggages	0,0266	0,0375	0,0311	0,0222	0,0276	0.0202	0.0204
B14	Seat capacity	0,0017	0,0010	0,0008	0,0016	0,0035	0.0026	0.0019
C01	General external condition	0,1013	0,0752	0,0817	0,0916	0,1230	0.1474	0.2116
C02	Doors and hatches	0,0158	0,0171	0,0143	0,0110	0,0344	0.0180	0.0199
C03	Flight controls	0,0160	0,0185	0,0189	0,0200	0,0250	0.0141	0.0188
C04	Wheels, tyres and brakes	0,0358	0,0390	0,0445	0,0592	0,0835	0.0685	0.0520
C05	Undercarriage	0,0183	0,0210	0,0171	0,0096	0,0373	0.0352	0.0578
C06	Wheel well	0,0137	0,0150	0,0108	0,0125	0,0241	0.0330	0.0632
C07	Power plant and pylon	0,0216	0,0245	0,0329	0,0234	0,0517	0.0595	0.0768
C08	Fan blades	0,0101	0,0072	0,0038	0,0083	0,0141	0.0158	0.0063
C09	Propellers	0,0150	0,0065	0,0085	0,0202	0,0322	0.0138	0.0256
C10	Obvious repairs	0,0145	0,0146	0,0154	0,0096	0,0175	0.0221	0.0174
C11	Obvious unrepaired damage	0,0384	0,0435	0,0246	0,0179	0,0279	0.0274	0.0182
C12	Leakage	0,0615	0,0472	0,0459	0,0522	0,0891	0.0986	0.0722
D01	General condition of cargo compartment	0,0435	0,0618	0,0631	0,0498	0,0691	0.0768	0.0734
D02	Dangerous Goods	0,0450	0,1107	0,0997	0,1096	0,1501	0.0892	0.0761
D03	Safety of cargo on board	0,1345	0,1079	0,1737	0,1759	0,1684	0.1196	0.1446
GEN	General	0,0820	0,0182	0,0576	0,0813	0,1594	0.1739	0.1676

F/III = findings per inspection

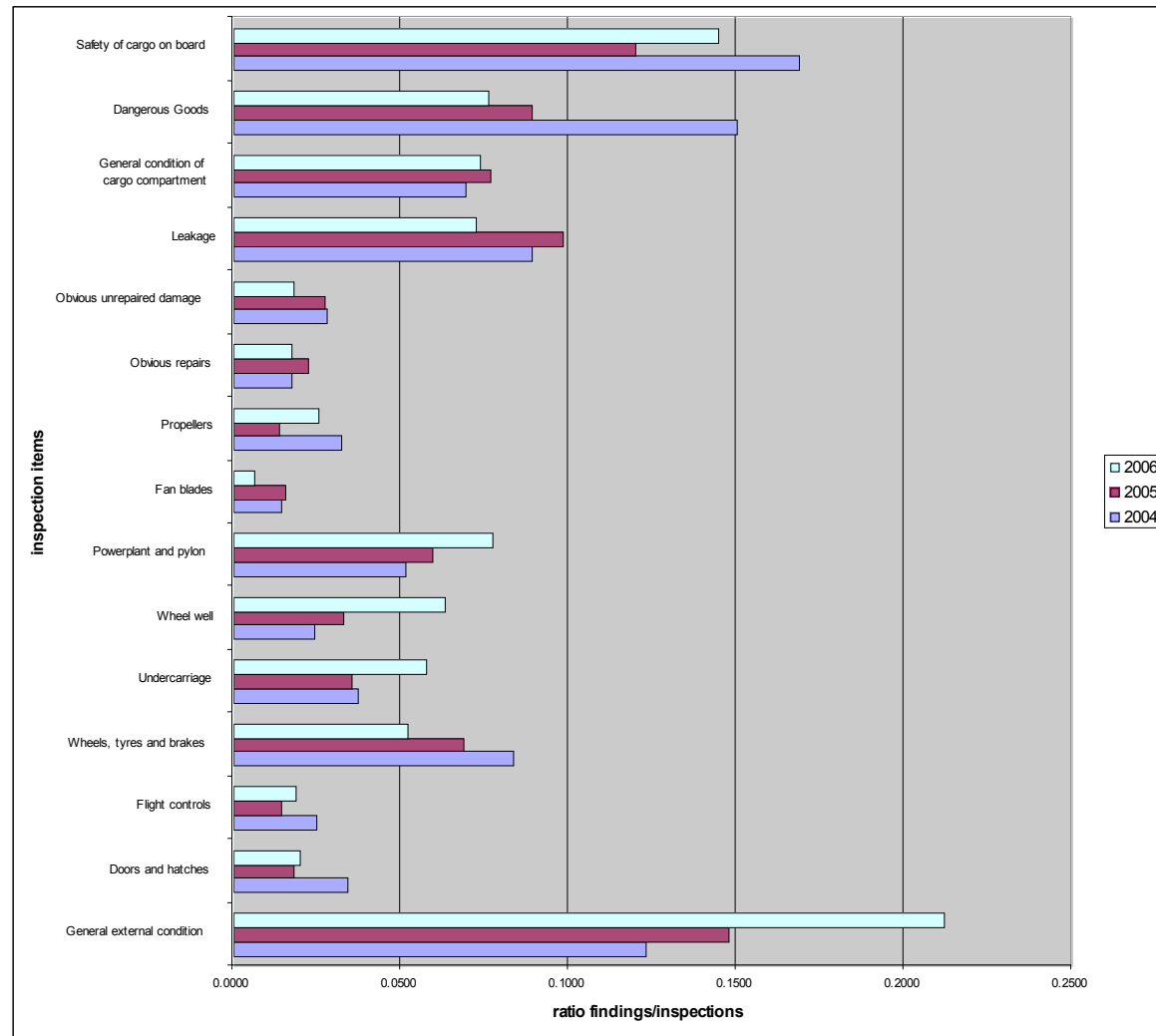
Appendix E-1 Flight deck — Ratio of Findings in relation to Inspections



Appendix E-2 Cabin & Safety — Ratio of Findings in relation to Inspections



Appendix E-3 Aircraft Condition & Cargo — Ratio of Findings in relation to Inspections



APPENDIX F

Results of inspections per inspection item

Inspection item	Description	No. inspections (III)	Findings (F)			
			Cat. 1	Cat.2	Cat.3	Total
A.Flight Deck/General	A01 General Condition	6105	105	46	19	170
	A02 Emergency Exit	5273	6	1	3	10
	A03 Equipment	4989	42	116	27	185
Documentation	A04 Manuals	4600	92	413	8	513
	A05 Checklists	4471	46	80	5	131
	A06 Radio Navigation Charts	5041	62	276	70	408
	A07 Minimum Equipment List	5152	133	544	3	680
	A08 Certificate of registration	6637	34	29	1	64
	A09 Noise certificate (where applicable)	6414	64	5	0	69
	A10 AOC or equivalent	6375	111	78	6	195
	A11 Radio licence	6556	53	53	0	106
	A12 Certificate of Airworthiness	6651	5	32	12	49
Flight data	A13 Flight preparation	5007	157	153	192	502
	A14 Weight and balance sheet	4436	36	142	98	276
Safety Equipment	A15 Hand fire extinguishers	5308	72	58	23	153
	A16 Life jackets / flotation device	4921	87	41	7	135
	A17 Harness	5175	7	33	4	44
	A18 Oxygen equipment	4917	22	38	9	69
	A19 Flash Light	4731	38	47	4	89
Flight Crew	A20 Flight crew licence	6187	37	135	69	241
Journey Log Book / Technical Log or equivalent	A21 Journey Log Book, or equivalent	5263	36	68	10	114
	A22 Maintenance release	5168	17	19	21	57
	A23 Defect notification and rectification (incl. Tech Log)	5295	105	140	35	280
	A24 Preflight inspection	4808	22	28	10	60
B. Safety / Cabin	B01 General Internal Condition	5269	411	147	24	582
	B02 Cabin Attendant's station and crew rest area	4337	60	71	28	159
	B03 First Aid Kit/ Emergency medical kit	4390	288	44	11	343
	B04 Hand fire extinguishers	4468	170	56	5	231
	B05 Life jackets / Flotation devices	4283	134	68	12	214
	B06 Seat belts	4545	90	37	19	146

			Findings (F)			
Inspection item	Description	No. inspections (III)	Cat. 1	Cat.2	Cat.3	Total
	B07 Emergency exit, lighting and marking, torches	4431	101	207	88	396
	B08 Slides /Life-Rafts (as required)	3596	88	16	4	108
	B09 Oxygen Supply (Cabin Crew and Passengers)	4001	453	71	5	529
	B10 Safety Instructions	4330	99	48	10	157
	B11 Cabin crew members	3463	35	12	4	51
	B12 Access to emergency exits	4452	21	96	92	209
	B13 Safety of passenger baggages	2445	6	7	37	50
	B14 Seat capacity	2667	0	0	5	5
C. Aircraft Condition	C01 General external condition	6786	1226	189	21	1436
	C02 Doors and hatches	6122	63	54	5	122
	C03 Flight controls	6050	79	31	4	114
	C04 Wheels, tyres and brakes	6285	156	97	74	327
	C05 Undercarriage	6105	282	61	10	353
	C06 Wheel well	5853	333	30	7	370
	C07 Powerplant and pylon	5947	320	113	24	457
	C08 Fan blades	5057	22	8	2	32
	C09 Propellers	780	7	12	1	20
	C10 Obvious repairs	5813	41	54	6	101
	C11 Obvious unrepaired damage	5717	26	65	13	104
	C12 Leakage	6008	328	48	58	434
D. Cargo	D01 General condition of cargo compartment	3994	137	114	42	293
	D02 Dangerous Goods	644	4	8	37	49
	D03 Safety of cargo on board	2102	24	52	228	304
E. General	E01 General	1104	92	61	32	185

cat. 1 = category 1 (minor) finding

cat. 2 = category 2 (significant) finding

cat. 3 = category 3 (major) finding

— END —